RAILROAD

JANUARY 1978 MAGAZINE $1.00

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ILFORD

BEVERLY CURVE

by TY PRICE

THE BEVERLY curve is long and smooth
Where west the steel rails run
Past a brawling spring toward a wooded ridge
In the glow of the dying sun;
And every night as we swung that bend
In the cab of the Limited's mill,
We watched the farm lights flashing by
In the woods of the tree-crowned hill.

In summer time on Beverly curve
When we reached the babbling spring,
Charlie would shut off the roaring steam
Just to hear the crickets sing.
The hoarse exhaust as he'd open her up
Would deafen the countryside,
And he'd turn to me with a sheepish grin
As the song of the crickets died.

Each night for twenty years and more
He shut her off at the bridge
When we rushed along the Beverly curve
And whirred up toward the ridge.
He liked that sight, and he liked his job,
And many a time he'd say:
"That curve is the prettiest spot on earth
At the close of a perfect day."

Sure enough, when Charlie had passed
The lawyer read in his will:
"Scatter my ashes from out the cab
Of an engine on Beverly hill."
And so at dusk when we hit the curve
And roared through the wintry land
I leaned far out from the tender steps
With a steel box in my hand.

I clung in the gangway with the box
And as we came to the spring
The hogger quietly shut her off
Where the crickets used to sing.
Charlie's ashes were strewn on the wind,
And the engine bellowed again
As she stormed ahead up Beverly slope
On the old Panhandle main.

Sure, I'm only a grimy tallowpot
Who shovels the coal all day
In the shaking cab of a passenger mill,
And I haven't much to say;
But whenever a job doesn't go right
Or I need a lot of nerve
I think of the pal whose ashes lie
Scattered on Beverly curve.

(Editor's Note: "At the close of day," as specified in the will of Charles M. Smith, veteran engineer who died on Labor Day, 1932, his ashes were scattered from the cab window of the 8152 on January 12, 1933, at Beverly curve on the Panhandle right-of-way. "That curve," he used to say, "is the most beautiful spot I know." Charlie had worked 43 years for the Pennsy. The last throttle he pulled was on the old 8152. Beverly curve is just north of 87th Street, Chicago, but the poet used imagination in depicting the countryside. Bill Knapke, one of our authors, who had been a Southern Pacific conductor, was so deeply moved by this poem that, at his own request after his death at age almost 100, his own ashes were strewn on an Espee mountain grade in California where he had once stopped a runaway freight.)

RAILROAD Magazine

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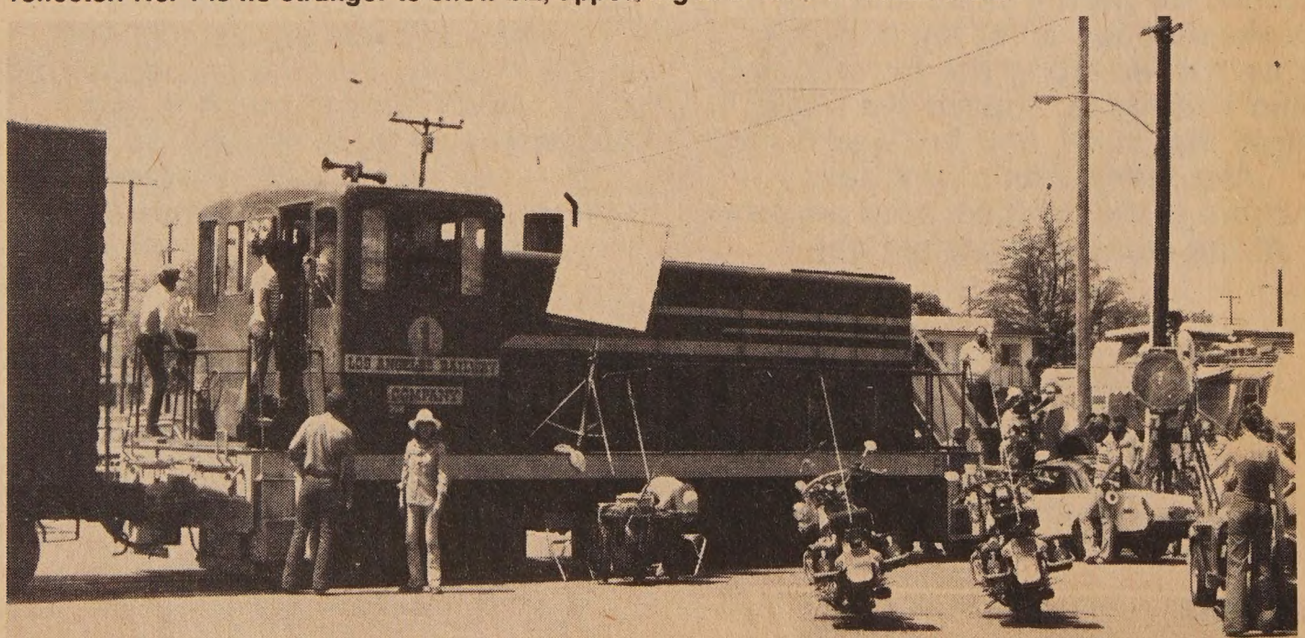
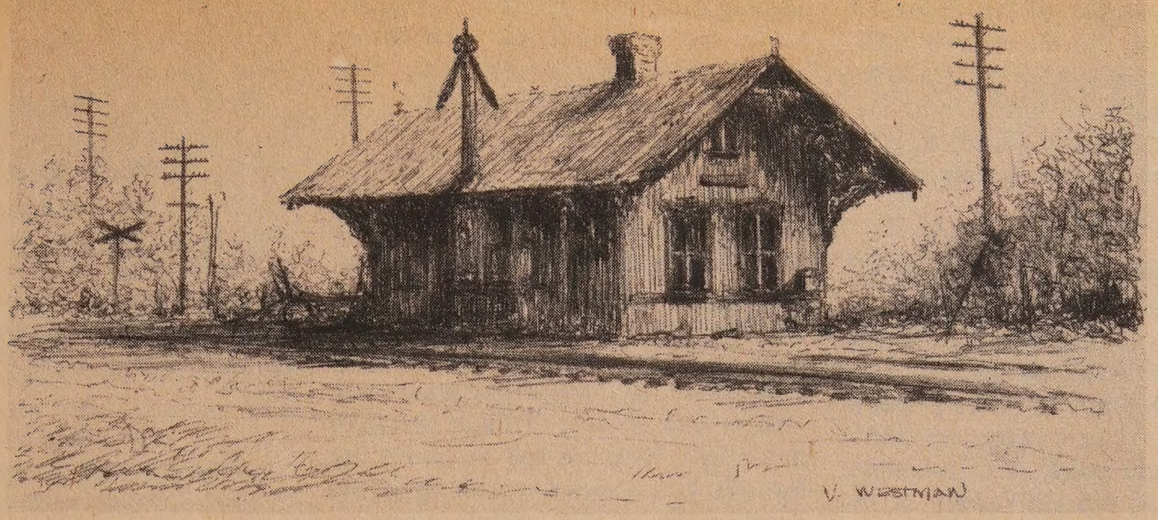
William T. Morgan, AG2, OPS/MET Code 30, NAVSUPPFOR Antarctica, FPO, San Francisco 96601

A stick-on sign turned Ventura County Railway GE-70 ton No. 1 into "Los Angeles Railway Company" engine for a day on September 2, 1977. MGM studios was filming a segment of the new TV series, *Chips*, (Calif. Highway Patrol) in Oxnard, home of the short line. The loco's part in the show was to hit the MG sports car which can be seen at the front of the engine. Large square object on loco is light reflector. No. 1 is no stranger to show biz, appearing in a 1975 TV commercial.

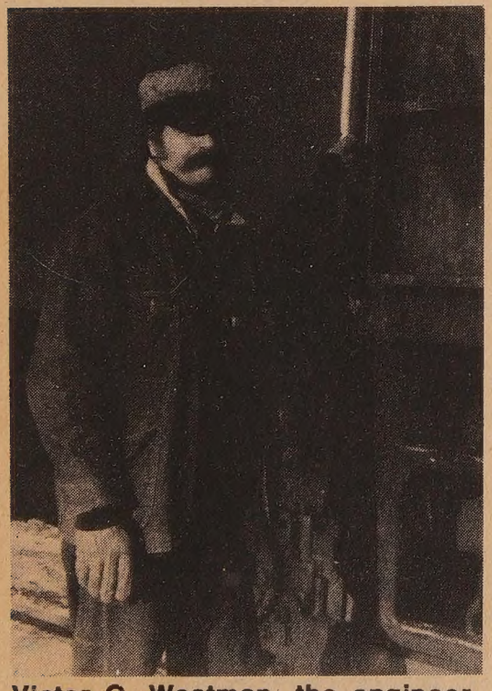




THE MAIL CAR where editors and readers meet

THIS is our second front cover painting by Conrail locomotive engineer Victor G. Westman, 52 Bear Mountain Road, Danbury, Conn. 06810. His first one adorned our May '77 issue. The current subject is 4-8-4 Lehigh Valley engine 5127, class T-3 (Baldwin, Dec. 1934), westbound from Mauch Chunk to Penn Haven Jct., Pa., over the double-tracked Wyoming Division. Vic calls his painting, "Steam's Final Days on the Lehigh Valley."

"The T class," he writes, "represented LV's most modern steam power. The last type that road acquired was a T-2 in 1943. Used in fast freight and passenger service, it was capable of hauling milk and passenger trains at better than 70 mph. These engine were the Lehigh Valley's pride until steam vanished in 1951."



Victor G. Westman, the engineer who painted our front cover. He also made depot sketch on this page.

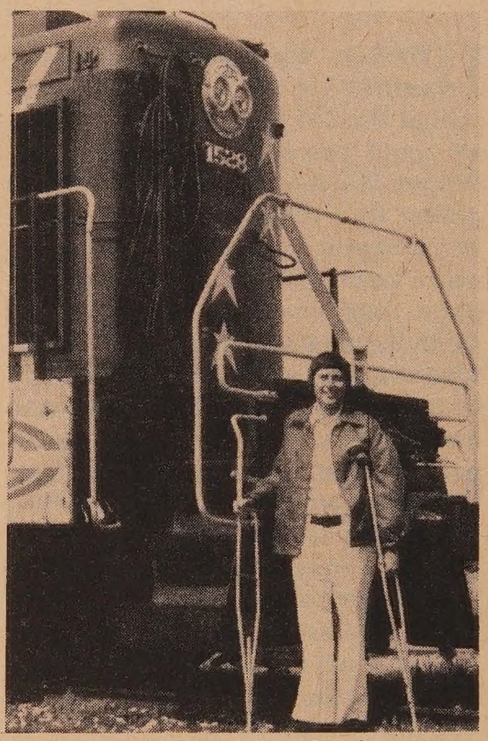
Our back cover shows Conrail train SF-1 four miles west of Kankakee, photographed by Paul Meyer, 630 Enos, Kankakee, Illinois 60901.

"With no railroaders in the family," he writes, "I suppose my interest in the hobby can be traced to early childhood in the late 1930s and early '40s, when I often visited my father at his millwork shop. The rear entrance and lumber storage space looked out on the Illinois Central's three-track mainline which bisected Kankakee.

"Instead of being fascinated by the machinery and craftsmanship of Dad fashioning pieces of oak and walnut into finished church furniture, graceful staircases, and home and commercial cabinetry, I was captivated by the sights and sounds of frequent passage of IC 2500 and 2600 class 4-8-2's.

"Rail photography is a specialized interest. Although still confined to a wheelchair from a polio attack in 1951, I had made sufficient recovery by 1956 to undertake the hobby. In 1958 I became ambulatory with the aid of crutches, increasingly expanding my environment for photographic composition. As I have minimal arm usage and thus can't raise a camera to an eye position, I utilize a waist-level viewfinder in my Nikon."

Despite this handicap, Meyer holds three stars in the Photographic Society of America's color-slide division. These he earned by competing in international salons and exhibitions. His work has appeared in the *World Book,* some textbooks, the *Guiness Book of Rail Facts and Feats,* and in sound filmstrips for the Society for Visual Education (Singer Corp.). Some of these are widely used in elementary schools.



R.P. Meyer made Jan. back cover.

In taking railroad pictures, Paul prefers to search for scenic lineside locations rather than enter yards and engine terminals for roster shots. In the late 1950s, his interest in steam power led him to visit Cheyenne to photograph the Union Pacific "Big Boys" on Sherman Hill and to visit Bellevue, Ohio, for Nickel Plate 2-8-4's, and to the provinces of Manitoba, Ontario, and Quebec for Canadian steam. He even took trips to Germany, Austria, Switzerland, and rather recently all the way to South Africa, all on behalf of steam.

Paul is a member of the Camerail Club of Omaha, the Blackhawk Railway Historical Society, the Railway Society of Southern Africa, and the Mid-Continent Railway Historical Society. He collects public and employee timetables.

Professionally, he chairs the Counseling Dept. at Westville High School in Kankakee. From Arizona State University he acquired an M.A. degree in counseling. For the past three years he has been pursuing additional graduate work in Counseling Psychology at the University of Illinois. Next month our back cover will present another of Paul Meyer's great snowshots, Amtrak's *Shawnee.*

Views and Reviews

ILWACO, Wash., had beautiful weather on Sept. 9, 1930, and school was let out for the day so we all could see the last train on the Oregon-Washington Railroad & Navigation Co., originally called the Ilwaco Steam Navigation Co. For 42 years trains of that 27-mile narrow-gage road chugged up and down North Beach Peninsula in the State of Washington, powered by second-hand Moguls and 4-4-0's, but this was the final run. My parents and I were good friends of locomotive engineer Rudolph, who lived at Nahcotta, Wash., the road's northern terminal. In those days an engineer was looked up to as a member of an exalted fraternity. The other kids envied me when he let me ride the footplate, standing between himself and the fireman.

Customarily, the train backed in to the Ilwaco freight and passenger stations from a wye near Black Lake, about a mile north of our town. On that eventful day engine No. 2 pulled a boxcar, a coach, and a combination passenger-baggage car. I recall riding out of Ilwaco station to the wye, where my mother picked me up, and the train went on to Megler, Wash., its southern terminal.—Lowell Doupe, 3770 S. Harlan St., Denver, Colo. 80235.

(Ed. note: Our Oct. '64 issue had a two-page illustrated article on that line, by Freeman Hubbard, and a front cover watercolor painting of it.)

ERIE 4-6-0 No. 970 (pictured in Oct. '77 *Railroad)* was named *Harvey Springstead,* not *Harry Springstead* as your caption stated. I remember this engine well; took photos of it years after the nameplate had been removed.—Tom Annin, Box 478, South Yarmouth, Mass. 02664.

INTERESTING RAILFAN Robert B. Redding suggested the inclusion of bus news in Steve Maguire's *Transit Topics* and asked how other readers feel about it. Thus far the only favorable reply has come from Dale P. Bell, P.O. Box 10183, Jefferson, La. 70181, who writes: "I think the idea has merit. Why not tell us about the inroads that buses are making on the dominance of the privately-owned automobile? There continues to be a lack of published material on buses, but a great many publications devoted to all kinds of automobiles."

THE WHOLESALE abandonments that were a pre-condition for initiating Conrail have whetted the appetites of private railroad managements for similar prospects. The resulting lawyers' paradise of greed, connivance, and coverup obscures the fact that the railroads' creation in America was legally based on "public convenience and necessity."

The public is not being served by dismantling of the nation's railroad system for private financial benefit. The private benefit comes not just from the sale of scrap or the avoidance of maintenance cost and taxes. The railroads' liquidation also bolsters the investment and income of the heavily public-subsidized highways, airways, and waterways. Since some investors and stockholders who own the railways are the same ones who own or benefit directly from various other forms of transportation, they are simply trying to prune the less productive branches for profit harvesting purposes.

If someone profits, someone pays. Guess who pays for the subsidies, for the higher costs per ton-mile, for the lost railroad facilities, and for military "preparedness"? The public, of course.—James E. Lee, (consulting planner for towns, cities, institutions, etc.), 7 Leach St., Salem, Mass. 01970.

YOUR MAGAZINE and I have been friends for 45 years. Recently I've been overjoyed to see some of Joe Easley's old drawings reproduced again. I was a pen pal of his. Shortly before he passed on he sent me a few of his originals. Please continue to re-use his artwork.—Thomas B. Thompson, 300 S.E. J Street, Grants Pass, Ore. 97526.

(Note from Freeman Hubbard: During the many years that I've been editing *Railroad Magazine,* we have lost by death a great many authors, photographers, and artists; but none of them—not even Harry Bedwell, "Haywire Mac," Gil Lathrop, Lucius Beebe, or Bill Knapke—have I personally missed as much as Joe Easley.)

I WAS much impressed by reading in your October issue A.F. Ritter's account of the *Black Diamond's* first run, written by an ex-president of Freemansburg, Pa., the town I grew up in. In Oct. 1976 you published Sy Reich's story of the *Black Diamond's* last run (May, 1959). If you could find someone who rode that first run, it would be interesting to compare its equipment, etc., with Reich's story.—Joseph J. Kayda, 3725 Narragansett, San Diego, Calif. 92107.

Our Monthly Newscast

HOBOS and would-be hobos gathered at Britt, Iowa, to choose their new king. This town has hosted the annual gathering of vagabonds since the waning years of the 1890s. Britt's population of 2,000 rises tenfold during the hobo convention. In preparation for it, townspeople prepared 450 gallons of mulligan stew to serve hobos and the public. Current Hobo King "Steam Train" Maury Graham of Toledo, Ohio, is seeking another coffee-can crown. A hobo queen also will be crowned.

GENERAL RAILWAY SIGNAL'S new vandal-resistant Lex-C highway crossing flashing signal unit has a unique lens design to provide superior optical service under all conditions. Designed for easy replacement of existing units, the rust-proof signal has only nine working parts, compared with 50-60 in conventional signals.

NORFOLK & WESTERN and the Chessie System have asked the Interstate Commerce Commission for authority to buy the Detroit, Toledo & Ironton stock for $23,625,000. Once owned by Henry Ford and associates, DT&I now belongs to the Pennsylvania Co., a subsidiary of Penn Central Transportation Co. The latter is still in bankruptcy.

The 476-mile DT&I runs generally north and south from Detroit to southern Ohio, operates into Cincinnati over trackage rights, and handles a lot of automotive business and other freight. Chessie and NW together account for over 40 percent of DT&I's total carload interchange.

PULLMAN INC. reported 1977 third quarter net income of $11,805,000, or $1.08 per share, the best performance for any third quarter in the corporation's history. This compared with earnings of $4,590,000, or 42 cents per share, for the same period last year.

CONRAIL has ordered 280 sets of dragging equipment detectors to be installed in tracks approaching rail junctions, switching points, major bridges, and tunnels to protect against possible derailments. The new units augment 667 similar devices already in service. Conrail plans to get 280 more units this year, bringing the total to 1,247. The new units stretch across a track to the width of the ties and to a height just below the rail tops. Any failed piece of equipment on a passing train extending below the rail level hits and actuates the detector unit.

EDWARD JORDAN, chairman of Conrail, confirms that Conrail would lose approximately $338 million in 1977, $100 million more than was projected by the U.S. Railway Association—the Government agency that designed Conrail.

The increase in losses means that Conrail will probably need Federal financing above the $2.1 billion investment that Congress authorized when the railroad was formed from the remnants of six bankrupt Northeastern railroads. Since its creation in 1976 Conrail has drawn down $1 billion of the authorization.

Mr. Jordan blames last winter's bad weather for the bigger losses. He adds that a shortage of rail cars and increased expenditures for maintenance contributed to the mounting deficits.

THE SOVIET UNION'S impressive rail system is supported by an advanced rail technology, according to Stewart F. Taylor, vice president and manager of Sanders & Thomas's Transportation Dept., who recently returned from the second international railroad exhibition in Moscow.

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"For instance," he says, "mainline freight trains of up to 60 cars operate on close schedules with a two-man crew and no caboose. And the Russians have an operational 125-mph 800-passenger electric train."

BRAZIL CENTRAL'S night train to Sao Paulo just creeps along, but it is a comfortable and convenient way to travel between Brazil's two biggest cities. Prices for a double cabin—singles are too small and have no toilets—run a bit more than the bus, but well below the shuttle airline service. The train leaves downtown Rio at 11:10 p.m. every day and arrives at Sao Paulo, 200 miles away, at 8 a.m.

The Personality Parade

ROBERT W. LUTZ of Roseville, Calif., hired out to the Southern Pacific in 1936 as fuel oil attendant, then worked in the roundhouse, and went firing in 1941. The *Locomotive Engineer* tells us that he won his promotion to the right side in a phenomenal way, by *memorizing the entire book of rules before taking the examination!*

For 33 years he ran various types of SP power over the Sacramento Division. A dramatic incident occurred in 1952 during one of the mountain area's worst blizzards on record. Snow engulfed the *City of San Francisco.* He was assigned to the snowplow which, after seven days of battling storm, drifts, and slides, freed the passenger train. Last July, after Lutz's final run—from Dunsmuir into Roseville—he descended from the cab, removed his engineer's cap, and symbolically donned a white straw hat. Since then he has been devoting major time to his lifelong avocation, livestock ranching.

INTERESTING RAILFAN Nicholas Morant, special photographer and writer for CP Rail, recently had a bone-chilling series of three illustrated fact articles in *CP Rail News* on strange, if not occult, happenings along the right-of-way. Which reminds us of a fiction novelette, *The Haunted Division,* that John Johns, New York Central conductor, wrote for our June '33 issue.

HOW MANY DAYS did Henry Bodenstadt's favorite model engine, a Maerklin Pacific pulling a train, continue to run at his home in Farmingdale, N.J.? She set a new world's record by making 60,000 laps in a 3x9-foot area, 273.85 miles non-stop in ten days, and was still rolling in the latest report we had. "She'll keep running until something breaks down," says Henry, who hired a notary public to certify his claim. The 1977 *Guinness Book of Facts* lists the world record as 273.84 miles made by a Rover-Hornby Princess in England in 1873.

BRASS POUNDERS' GOSSIP printed a special issue last Oct. 17th, birthday of the late Harwell E. West, editor of that magazine for years. It carried a personal tribute by Bill Meyers, who had worked with him on the staff, and reprinted our write-up of West as *Interesting Railfan* No. 156.

READING RAILROAD trustees have filed suit in a Montgomery County, Pa., court against Joseph W. Warren and his son, Joseph, of Warminster, Pa., to recover damages caused in an accident. According to the suit, young Warren was driving a truck for his father's company. It collided with a Reading passenger train at a grade crossing which had been the scene of numerous other accidents. Although the insurance paid the railroad $24,755 for train damages, the Reading claims damages were actually $83,310 and were due to Warren's negligence.

INTERESTING RAILFAN Wilbur J. Golson is a hogger on Petticoat Jct. Railroad, a steam tourist line at Panama City Beach, Fla. Founded by John Denton in 1960, it was sold in about 1964 to the Churchwell interests, which set up an amusement park within its 3-mile circle of track. Closed each winter, it will reopen March 1st. Golson lives at 1324 Marque Ann Dr., Baton Rouge, La. 70815.

New Ruling on Fusees

NEW Federal Railroad Administration rules may require some trainmen to throw out from the rear of moving trains as many as a dozen burning fusees (red flares) per district. This order increases the likelihood of trackside fires, according to Carl Bussard, the Illinois Central Gulf's superintendent of fire prevention and hazardous materials.

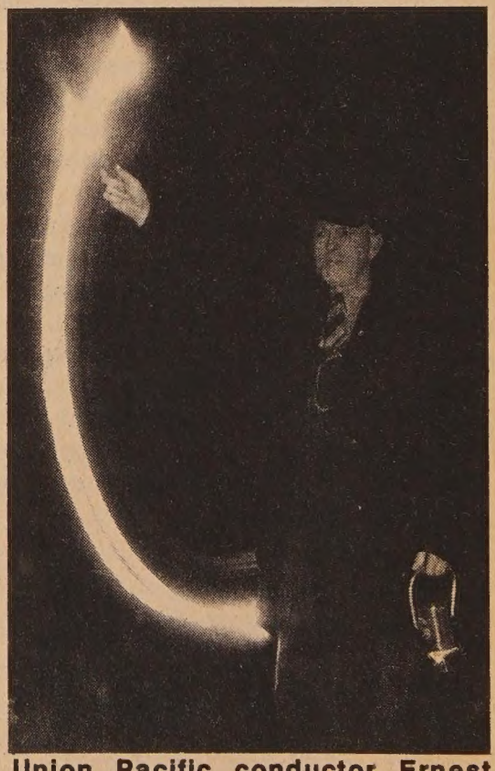
"If care is not taken when you drop a fusee," he says, "it may ignite vegetation near the track. A blaze could spread to adjacent fields or forests or even to trackside homes or other buildings."

Basically, the new regulations say that on lines without signal system or prior arrangement to protect the rear of the train (either by order or manual block), a crew member must throw off a burning fusee when a train slows to less than half its normal speed. This must be repeated at intervals no longer than the burning time of the fusee (normally ten minutes).

After the train is stopped, the standard rules state, a trainman must go back a specified distance to put down a burning fusee and place two warning torpedoes on the rail (A torpedo is a flat packet of explosives meant to be strapped or clamped to the rail. When exploded by the wheels of a passing locomotive, the resulting blast warns the engineer to proceed at reduced speed. Torpedoes are used where view ahead is restricted). The trainman must repeat the fusee process until the train is moving faster than half its normal speed.

Jim Reents, ICG general manager of administration and operating, it quoted in *ICG News* as saying: "On one hand the FRA requires dropping fusees from moving trains, and on the other hand regulations enforced by the U.S. Forestry Service prohibit open flames which could start fires. The fusee is like a dog—sometimes it can be your best friend and sometimes it can turn and bite you."

Trainmen are advised to point the



Union Pacific conductor Ernest Taylor giving highball with a fusee.
Union Pacific Railroad

Anita Davis, SF hostler helper, controls engine at Los Angeles.

fusee head away from the body so that its sudden flare of intense heat will not result in injury. Turn the ignition cap away from your face. After it is lit, the fusee should be placed on the right side of the track so that approaching engineers can easily see it.

"It isn't easy to drop a fusee where you want it when the train is moving," Reents said. "Throw it between the rails, though at higher speeds there is a greater risk of it bouncing or rolling down into a ditch and starting a fire. That is why you should take extreme care."

One critical area is a bridge. The fusee should be thrown before entering one or after passing it, but *never* on it. Once fusees are burning they are difficult to put out because they are designed for use even in rain. The only way to extinguish an unexpanded fusee is to cover it with dirt and bury it.

Because more fusees are needed, many railroads will have to enlarge capacity of storage facilities on cabooses and buy more fusees. For some reason, fusees attract children. Train crews should lock cabooses and engines so they will not get into kids' hands.

Women in the News

UNDER a provision of the Railway retirement act, railroaders can continue to be employed, with no mandatory retirement age, so long as they are able to discharge their duties efficiently. A case in point is Miss Marie Dunn, who was hired by Delaware & Hudson as a comptometer operator for a trial period of only two weeks. That was on Dec. 1, 1918. After 61 years of continuous service, she is still working for D&H, now as head comptometer operator, supervising other groups, although she is now 78 years old. Marie has kept her good health, both mental and physical, and still handles her job effectively. So the D&H is glad to keep this experienced worker. payroll.

WHY DO YOU want to become Santa Fe's first woman loco engineer in Southern California? That question was put to Anita Davis, a slim young blonde native of Sun Valley, Idaho. Anita replied: "I just love the work. I knew I would before I started."

And well she should, for the pay she's getting. She is working as a hostler helper at $52 to $55 a day at Santa Fe's Hobart freight yard in Los Angeles. This is the first rung under union rules. Anita can operate a locomotive, but only move it from one place to another. She is not allowed to pull cars.

After working about two months as a hostler helper, the young lady will begin a 24-week engineer training program. For the first 18 weeks, she will be assigned to road and yard engines operated by experienced engineers. Then she will spend six weeks in classrooms and a locomotive simulator at Santa Fe's training center in Topeka. She must pass a final test to qualify as engineer.

If and when Anita qualifies, (the fail rate is 40 percent) and has enough seniority to hold a yard job, she will make $63 per day. An engineer earns up to $38,000 annually.

ILLINOIS CENTRAL GULF'S busy commuter line feeding Chicago was stopped for 20 minutes the other morning as electric power was cut off to save the life of Susan Kasper, 64, who had a heart attack at the Flossmoor station south of Chicago. Paramedics were frustrated by high-voltage lines over the tracks preventing radio contact with doctors at Ingalis Memorial Hospital.

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"We received a frantic call from the paramedics and in seconds we pulled the plug," said a railroad spokesman, "which brought everything to a grinding stop."

ALICE CROWLEY, pretty young wife of an ICG freight conductor, recently hired out to the same railroad as a brakeman-switchman and is now working in Frogmoor Yard at Jackson, Tennessee.

THE FOLLOWING poem, entitled "The Hobo," was written by a 29-year-old housewife who has two sons: Mrs. Diane Barron, 1600 #18 W. Maple St., Orange, Calif. 92667. Her interest in hoboes stems from the stories her father used to tell her about traveling around the Midwest on freight trains as a teenager. Later, she learned of hobo jungles located near freight yards and made a point of looking for them.

The morning mists hang still and damp,
With foggy air around,
And in a lonely hobo camp
Two men lay on the ground.
With tattered clothes and hatless heads,
Their faces lean and brown,
They lay so still you'd think them dead;
Then one begins to frown.
A stretch, a yawn, he shakes his head,
Then sits there very still.
Was that the whistle of a train,
A-coming o'er the hill?
He rouses his companion,
Grabs a bundle of his clothes.
"Come on," he says, "Get ready.
Hear the whistle when it blows?"

The long black serpent tops the hill,
The men run toward the track.
The speeding train comes closer;
Then they take a short step back.
A lunge, a grasp, and flying feet,
The first one makes his flight.
The second follows in pursuit,
But, doesn't make it quite.

When evening mists fall still and gray,
With foggy air around,
There beside the iron tracks,
A hobo will be found.
With tattered clothes and hatless head,
A face so lean and brown,
The mournfull whistle of a train,
From hilltops echos down.

Chessie System Christine Hoover, 23, shown working at Johnstown, Pa. Christine, who "likes to feel feminine," is 5 ft., 11 inches tall.

Pictures both pages Chessie System

Circus Trainmaster

LIKE MOST people connected with Ringling Bros. and Barnum & Bailey, circus trainmaster Charles Smith has several jobs. He is also Truck Dept. superintendent and in charge of maintenance. During the moves to and from the train and arena he can often be seen driving his own Blazer towing strings of cages or wagons. Thus he keeps in touch with both ends of the operation and any problems enroute, meanwhile being in radio contact with all units.

On a stand when the circus is to move after the close of that night's performrance, Smith's day does not end until after all the equipment and personnel are loaded and secured, all switching done, the train made up, tested and inspected to the satisfaction of the carrier, and actually underway with no problems outstanding. This can often be well into tomorrow.

Trainmaster Smith is responsible for servicing and repair of the train. All equipment has to be up to AAR standards and is subject to checking by both Federal and railroad inspectors, often in multiple, as many moves require turnover from one road to another enroute. Smith says he has become "quite familiar" with the operating rulebooks of the various roads as to equipment.

The Ringling-B&B train was loaded in Long Beach, Calif., late one Sunday night and at about 2:30 a.m. headed for Oakland as Extra 9200 West, pulled by three 900-series Southern Pacific diesels. By 11 a.m. they were in San Luis Obispo for the ICC-required water stop. One unit was dropped and four heavy-duty helpers were added, two of them only because they would be needed on the reverse move for the climb over Cuesta grade. Looking back from his helper unit, pusherman George McCarron was reminded of a day just 30 years before when in the cab of SP 3711 he had helped SP 2918 up the

same grade with the much smaller Foley & Burke Shows train. The

The Ringling 40-car train had two "tunnel" cars of large cats just behind the engine. These were gutted ex-Union Pacific baggage cars. Following were 17 equipment and animal cars and one bi-level. Bringing up the rear were 22 personal cars for about 225 permanent residents having their own regular living quarters. Many show people use private motorhomes or cars with trailers to travel from town to town, often even taking their own equipment. The personnel cars are mostly converted Union Pacific passenger equipment, with hotplates, air-conditioning, etc., all activated by the train's own generator car when city power was not available.

Eighteen elephants rode in two cars converted from six-wheel-truck baggage cars. These cars are a bit small for full-grown elephants. We watched the well-trained beasts get down on their knees as they climbed the ramps and entered the cars, but inside they had plenty of head room.

For 3½ years in the late 1950s Ringling-B&B traveled almost entirely by truck, except for the elephants in special rail cars; but by 1960 they were back on the rails and each of the circuits have steadily grown in length to the present 40-car trains.

Both circuits are brought together at winter quarters at Venice, Fla., where the trainmaster really wears his maintenance hat, as all equipment must be fully overhauled, repainted, and made ready for the long hard trip. Venice is at the end of a Seaboard Coast Line branch that has local freight service three times a week. In the absence of their own motive power, Ringling personnel must know exactly what moves are needed to get cars in the right servicing areas.

Ever see a circus train tariff? There aren't any. As the show schedule is set up, Ringling's Traffic Dept. makes contracts with the various railroads for hauling, unloading, switching, and storage of cars for each stop. Part of the trainmaster's job is to get everything done without requiring additional services—and costs.

The trainmaster learns to get some sleep when the time permits and the Circus is a tightly run organization. Its members learn to work together—or get out.—W.C. ("Dutch") Hendrick, editor of *Observation Platform*, publication of Southern California Chapter of R&LHS.

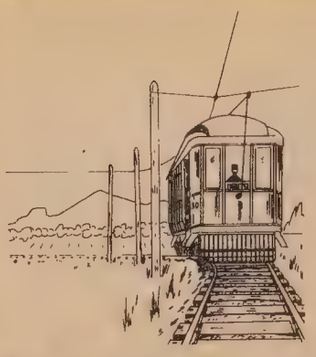
Cathy Toland, 25, Chessie's first woman police officer, recently promoted to inspector, seen at Eckington Yard, Washington, D.C.

The New Coal Age

IT HAS BEEN SAID that figures are like a bikini—what they reveal is interesting, but what they cover is vital . . . In 1976 the U.S. imported 42 percent of the oil we consumed. Allowing for continued growth in the rate of consumption, by 1985 we would be importing as much as 15 million barrels a day. In 1973, the year of the Arab embargo, foreign oil cost us $8.4 billion. In 1976, the price was more than $35 billion, but in 1977 it will be well over $40 billion. At any rate, by 1985 oil imports will cost us $150 billion a year.

I think these astronomical figures we are spending on oil are vital and have to be contained—if the U.S. is to remain strong . . . At the moment there is a vast crisis of confusion. Utilities can't start the long lead time it takes to build a new power facility or even convert an existing one without knowing what fuels they can use. Coal producers can't or won't start spending the millions it takes to get new deep mines into production unless they are assured of long-term markets . . .

When a good energy package becomes law—and I am hopeful that will not take another five years—this



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country will enter what was recently termed "a second Coal Age." Despite the problems of burning more coal, there is, however, one redeeming characteristic—nature has provided us with a lot of it. Coal is an energy resource far greater than the oil deposits in the Persian Gulf and the North Slope—and is economical . . .

One aspect of increased coal production which offers no insurmountable problem is its transportation by rail. In 1976 coal accounted for nearly 20 percent of total railroad ton-miles, the largest single commodity carried.

Not the least of railroads' efficiency lies in their economy of fuel operation. Trucks take four to six times as much fuel per revenue-ton-miles as trains to move the same volume of goods. And also in comparison to trucks, railroads are relatively pollution-free.

Chessie is the nation's largest coal-carrying system. In 1977 the Chessie System—the Chesapeake & Ohio, Baltimore & Ohio, and Western Maryland—moved 95 million tons of coal. One in every seven tons of coal produced is hauled by Chessie. An estimated 19 billion tons of coal reserves are located in the territory we serve. Over half, some 55 percent, is of premium quality, with a sulphur content of one percent or less, and capable of complying with environmental standards. About two billion tons of this are owned by Chessie subsidiaries.

Some 400 coal mines are served by the three Chessie railroads in the Appalachian coal heartland, and operators tell us they are planning to open 100 more. Twenty-two of them will have a capacity of over one million tons each in annual production. In the last five years, mines on Chessie have averaged 80 million tons annually. These new mines should provide a 40 percent increase in productive capacity for Chessie over the next five years.

Not only does Chessie have vast quantities of coal on its lines, it also can handle the expected higher production. In fact, we started getting ready three years ago when we announced a $500 million program to acquire 16,000 new 100-ton coal hopper cars and new diesel-electric locomotives . . . The continued growth and economic health of America is dependent on coal. And Chessie is ready to move it.—Hays T. Watkins, Chairman and President, Chessie System, addressing the Cleveland Engineering Society.

A GRANT of $5.5-million by the Federal Railroad Administration will permit the Ohio Rail Transportation Authority to buy 120 miles of rail lines in the state. The lines will be placed in the state rail bank for future revitalization when coal production expands in southeastern Ohio in a few years.

EVEN IF the weather should turn as cold this winter as it was in January '77, there is a good chance that at least one big problem will be avoided. A new chemical product could help prevent the log jam of coal cars that bottled up railyards in the Northeast and Midwest because the coal was too frozen to be unloaded by conventional methods.

This product, Dowell freeze-conditioning agent M185, is sprayed on the coal as it leaves the processing plant near a coal mine. Developed by Dowell Division of Dow Chemical U.S.A., headquartered in Houston. It was field-tested last January in the West Virginia-Kentucky-Ohio area when temperatures much of the time were below zero.

Coal treated with Dowell M185 flowed right out of the cars, through the gratings, and down the chutes. At the same time, thousands of coal cars were stacking up in railyards in many states, because the usual methods to thaw the coal did not work. It often took as much as 24 hours to thaw out untreated coal. The ordinary coal-thawing methods—using gas-fired jets or open fires fueled with diesel oil or electric heaters—used vast amounts of energy and, in some instances, compounded air pollution problems. This also added unexpected costs to industrial production because of increased energy required to thaw the coal and a major tie-up of available coal cars.

Canada Heard From

FIRING steam locomotives, for me, was never dull. Unusual incidents kept cropping up to make trips interesting. One in particular happened on a Canadian Pacific run from Field to Revelstoke, B.C., a single-tracked

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line, in the winter of 1928-'29. It wasn't spectacular, but it shamed me a bit to realize how close I'd come to disaster.

We left Field, B.C., at 9 a.m. with a full tonnage drag heading downgrade toward Golden. Our engine was a Santa Fe type (2-10-2), a handsome steamer in the 5800 series. Since she was oil-fired, I relaxed and took in the Selkirk Mountain secnery. After a meet at Golden, we made good time to Beavermouth and refilled our tender and tank. Then another meet at that busy terminal before we rolled westward again. Now, a pusher was coupled to our tail end for the tail end for the long climb up to Glacier.

Soon we clattered over Surprise Creek bridge at reduced speed, due to a slow order then in effect. We crossed that wooden structure alongside a new steel bridge nearing completion. (A month later, before the new span could be used, the wooden one collapsed, sending a pusher engine down into the creek's icy depths and killing both crew men.)

Our crossing was uneventful. As we blasted our way toward Stoney Creek bridge, 398 feet high, about 10 miles ahead of us, I got down to sand around the flues. After putting down half a dozen scoops of sand through the opening in the firebox door, I sat watching black smoke puff from the stack and pour back over our string of cars.

With the flues cleared of soot, I adjusted the oil flow and atomizer so that the exhaust was a light brown color, signifying perfect combustion in the firebox. The thunder of exhaust from those powerful 5800's was music to my ears and my feet kept time with its 1-2-3-4 beat. Everything was going well. I could see that my hogger also was enjoying the trip. Once in a while he'd grin at me across the cab.

We crossed Stoney Creek, then passed over the spring-switch points where eastbound traffic came back to the single-track mainline from the Connaught Tunnel's double track. Then the tunnel's big black hole loomed up, with the 10,000-foot Mt. McDonald towering high above. Even with the cab window open, I felt mighty hot in the cab and I was thirsty as we thundered into that great portal. Just inside, where the main stem that we were on was at the left, I saw some tempting big icicles hanging down from the tunnel roof. On a sudden impulse, I leaned far out and grabbed one of them with my gloved left hand.

I expected it to simply snap off, but it didn't budge. If I hadn't been gripping the window ledge with my right hand I could have been yanked off my feet and gone right out of the cab! Not a very pleasant idea. Although I quickly let go of the stubborn icicle, the sudden jolt had nearly dislocated my shoulder! My whole left arm was sore for weeks afterward. But it taught me a lesson to keep right inside the cab while going through tunnels, icicles or no icicles.

Well, I did have some compensation. After signing off that trip at Revelstoke I reported the injury to the time office, not giving any details, however; and for a long time thereafter I was called only for trips on oilburners. Incidentally, the Canadian Pacific doc checked my shoulder. "Just a bad sprain," he said. I was lucky that nothing worse had happened.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada V8W 1N9.

CANADIAN NATIONAL has awarded contracts worth $991.4 thousand for the construction of three training facilities for track employees across the system. The costs are part of a total spending package of $1.6 million to build and equip CN maintenance-of-way training facilities at Charny, Que.; Winnipeg, Man., and Kamloops, B.C. These facilities, scheduled for completion this January, feature living accommodations, cafeterias, and classrooms for some 60 employees at a time, as well as workshops complete with 300 feet of track for practical instruction. At Charny and Winnipeg, the practice track will be protected so instruction can take place year-round. Kamloops, due to its mild winter climate, will not require track covering.

A NEW RECORD for single-track traffic on the CP Rail mainline between Calgary and Vancouver was set during a 51-day period in 1977. The record—in both total tonnage and trains per day—resulted from diversion of Canadian National trains following closure of CN's Cisco bridge in the Fraser Canyon on Aug. 5th. The bridge was reopened Sept. 24th. A daily average of 33 trains and 193,000 gross tons traveled over the line, eastward or westward. A daily average of 13 Canadien National trains were handled in addition to 20 CP Rail trains. Heaviest single day was Aug. 15th, 43 trains.

AN INTRIGUING court battle is going on in the U.S. to decide whether Canadian National and CP Rail have the right to keep secret the salaries paid to their top executives. It all began when two business reporters for the *Vancouver* (B.C.) *Sun* began investigating executive salary boosts to find out if any breached the wage increase guidelines laid down by the Anti-Inflation Board. The Board had put a $2,400 limit on annual increases.

Few firms would disclose what their executives were paid. Then the reporters hit on the idea of going to the Securities and Exchange Commis-

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Eastbound four-unit Denver & Rio Grande Western freight snakes up 3 percent grade on Tennessee Pass, near Red Cliff, Colo., in July, 1972.

R.P. Reiff, Palatine, Ill.

sion in Washington, which requires that companies that trade stock on U.S. exchanges or sell bonds must file information on executive salaries. It worked in most cases. But CN and CP challenged the right of SEC to disclose their executive pay levels and in the case of CP the reporters discovered that the salary data was kept confidential even by the SEC. The matter is now before the courts.

Transport Minister Lang wrote to the Commission asking that the CN salaries be kept confidential because disclosure would be contrary to Canadian Government policy. That hardly jibes with our recollection of Donald Gordon, when he was CN president, telling a Parliamentary committee that he was paid $75,000 a year and worth every cent of it.—F.J. Walter in *Locomotive Engineer.*

CANADIAN NATIONAL roadmaster George Dyck of Shellbrook, Sask., is credited with preventing the loss of five CN boxcars of grain when fire destroyed three grain elevators and CN stock pens there in the middle of the night. George, who was staying overnight in Spiritwood during an inspection trip, reached the scene about ten minutes after the fire was discovered at 3:50 a.m. He quickly recruited local citizens, one of whom had a tractor which pulled the cars out onto the mainline away from the fire.

CP RAIL'S single-track bascule (jacknife) bridge over the U.S. ship canal, between Lake Superior and Lake Huron, was unique at the time of its construction in 1913—and probably still is, Shirley Whittet writes in *CP Rail News.*

Connecting the two Sault Ste. Maries—Ontario and Michigan—the bridge was built by Pennsylvania Steel Co. It has a span of 336 feet and provides a single unobstructed channel wider than that given by the longest then-existing movable bridge. Each leaf, or section, consists of a 168-foot arm and a 45-foot tower. It is accurately balanced by counterweights containing about 550 cubic yards of concrete each and weighing over 1,000 tons.

Instead of acting as a cantilever for live load, as is ordinarily the case with double-leaf bascule bridges, the two arms are so locked together in the center that both halves of the trusses act as a single simple span from pier to pier when the bridge is closed.

Both leaves, or halves, can be fully opened for large, deep-draught vessels using the center of the canal. One leaf only can be opened for passage of smaller vessels if required.

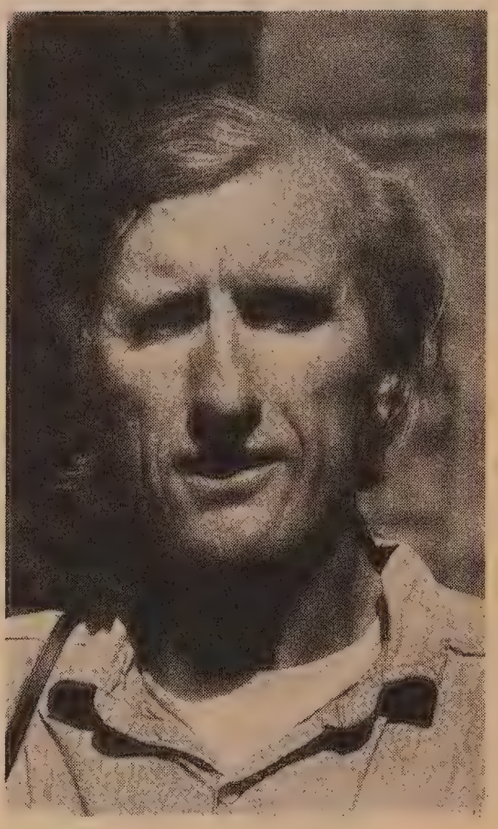
The bridge went into service in September, 1914. It was severely damaged in 1941 by a locomotive running into the canal when the north half of the bridge partly opened. When rebuilding and repairs were made, electrically-operated shear pins were installed to ensure that the ends of the two leaves remain securely held in place when the bridge is in the "closed" position. ●

RICHARD STEINHEIMER

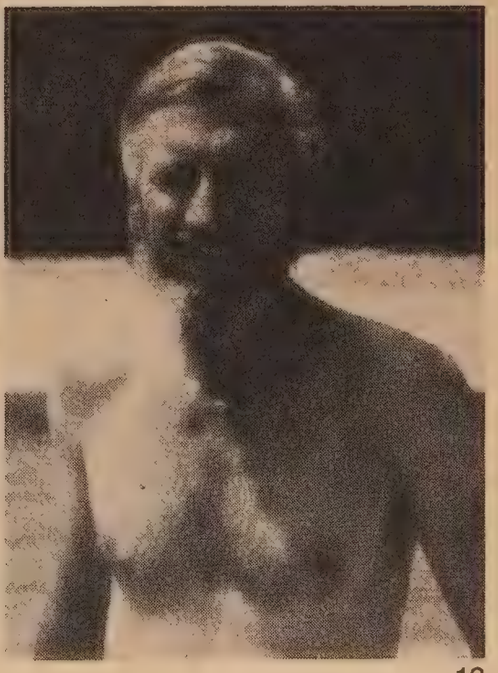
by Freeman Hubbard

Bob Hale, Warren Marcus, and others are frozen by Steinheimer flashes as Shay No. 10 leads run into woods from Tuolumne, Calif., on Westside Lumber Co. at 1:30 a.m. in late 1950s. Outhouse is seen across tracks.

Photograph by Richard Steinheimer



Dick Steinheimer as he looked after driving over 1,000 miles non-stop from Idaho to southern Calif., photographed by his son, Alan. Want a look-alike, Lloyd Bridges? (Below) Dick today, wearing his sandy beard.



In engine cab in '62: Alan (at 6 years), Marilyn (at 4 years), and Sally holding her own at 2.

All photographs of the children were made by their father

The Steinheimer Children and Their Mother

Nona's favorite shot of daughter Sally near SP track in Calif.

Mrs. Nona Steinheimer.

Marilyn takes trip on 4th birthday.

On a picture-taking trip Jan. 4, 1974, Cajon Pass had five-foot drifts from the worst storm there since 1949. Tom Ferguson helps to dig out the Land Cruiser.

SP's San Joaquin Daylight heads into the Tehachapi Mts. west of Mojave, Calif., in 1948. A Mike helps the 4-8-4 road locomotive out of the Mojave Desert.

Both Photographs by Richard Steinheimer

ONE OF AMERICA'S foremost railroad photographers, Richard Virgil Dean Steinheimer, arrived on planet Earth in Chicago on August 23, 1929, shortly before the New York Stock Exchange crashed. His parents, Virgil and Frances Steinheimer, separated when he was about five years old. His mother took Dick and his sister, Jane, by rail to the West. Our *Interesting Railfan* regrets the only memory he has of the trip is of his father jumping up and rapping at the car window as the train left Chicago.

In the late 1930s the truncated family moved to Glendale, six miles from Los Angeles by Pacific Electric interurban, where Dick grew up. Although his cousin, Harold Nelson, fired for Santa Fe in California during World War II, Dick doesn't know why he developed an interest in trains.

"As a tot," he recalls, "I used to make Mom stop the car whenever we passed an old Union Pacific electric locomotive parked in Los Angeles. Many years later it was fun to see the same motor, No. 297, still in service at Yakima, Washington. I helped to persuade my mother to buy a house in Glendale near the Southern Pacific's double-track mainline. Then when World War II began, the immense flow of wartime freight and passenger traffic on the Coast and San Joaquin divisions passed just a few hundred feet behind our house. From the back door I could see an endless procession of engines, from 0-6-0's to 4-8-8-2's."

Dick recalls that *Railroad Magazine* was the catalyst which gave his hobby a form. Eagerly he delved into the stories of "Railroad Jim" Daugherty, Harry Bedwell, John Johns, Gil Lathrop, Bill Knapke, E.S. Dellinger, and the rest. From them he learned about rawhiding over Supai and other stories from the pens of men who had lived them.

A trip on Santa Fe and SP to Tucson, Arizona, in 1946, led Dick into a photographic career. There in a hot dusty garage, his cousin David Lee introduced him to the wonders of developing and printing pictures. Photography gained a lifelong fan as the pictures taken with his Baby Brownie Special showed up in the developing tray.

Shots made on the SP behind his home blended into rides on such trains as Santa Fe's San Bernardino Local, UP's *Pacific Limited* and that marvelous travel bargain, SP's *San Joaquin Daylight.* The $4.14 round-trip to Bakersfield was a very low price for nearly 12 hours of mountain railroading. Rail-oriented friends shared with Dick the excitement of many of those trips.

DON SIMS taught him how to throw unscheduled diversions into trips to keep one's interest peaked the whole time. Mart Sabransky gave Dick his first Jeep ride one day at Summit, the effect of which is still shown by the latter's loyalty to four-wheel-drive vehicles.

"I've spent hundreds of hours driving or hiking into places where trains never came, or where preconceived shots didn't come off," he tells me. "But I always made some kind of shots. My best pictures usually emerged from difficult shooting conditions or battles with other adverse factors. I believe that hardship and achievement are part of the same structure—not opposites, as it's popular to believe.

"The night railroad pictures for which I was known were done

originally because I simply had no daylight time for making pictures. It's still the same today; I have to sneak off when I can to get any shooting done. Sure, a Mojave Green (rattlesnake) could kill me, just as I could perish in the deep drifts of the Sierras. But such difficulties help force a kind of reality to pictures you can't get by waiting indefinitely for conditions to be 'just right.' "

Dick's biggest interest now is a forthcoming book, *The Milwaukee Road Electrification,* which he and more than fifty other contributors have put together. Golden West Books will publish it next fall.

"By drawing on the great collections of men like Ron V. Nixon, Philip C. Johnson and Wade J. Stevenson," Dick says, "we've created what I believe to be an exciting picture-history. I've personally knocked around the electrification for more than 25 years, and this is certainly my best work on the subject. An article on Cajon Pass that I had published in 1974 was fun, but I got more pride from flagging down a derailed Santa Fe 901 train in the pass, before it could get into further trouble. The latter was exciting action combined with quick thinking."

Dick points out there's little resemblance between him and James Bond. Dick is overly tall, six and one-half feet, rumpled, and athletic. For him the battle is not just for insight but for insight gained in time to be useful in solving problems at hand. He's done a few assignments for the SP and Burlington Northern, but not just for the money.

"If you place a high value on creativity," he says, "you're there mostly for the challenge and the fun of creating."

BACK in 1954, while returning to college on the SP's *Starlight,* he met a sweet young girl named Nona Ann Dean. They were married a year later and enjoyed a dozen years together and three children before being divorced. Alan, 21, and Sally, 17, are now studying in Europe, while Marilyn, 19, is at Chico State College in California.

They parted with sadness but without bitterness, and still share a common pride in their youngsters. The three children were born in San Rafael, California, while Dick held various staff jobs on the *Independent-Journal* newspaper. Nona looks back almost wistfully on the years spent with Dick. In fact, they had many golden moments and good times.

Dick's present address is Box 635, 29 Palms, California 92277. He recently joined the Railway &

A Steinheimer favorite: Union Pacific brakeman dozes in chill Utah air on Park City local freight traversing Wasatch range on Keetley branch south of Park City during the winter of 1953.

Carpet of green block signals lays across the desert west of Cadiz, Calif., on Santa Fe L.A. Div., Needles District. Six eastbound signals are two miles apart. Photo shot before dawn in Aug. '77.

Both page photographs by Richard Steinheimer

On a trip to Ogden, Utah, in mid-1950s he found UP No. 9 westbound City of St. Louis.
Photograph by Richard Steinheimer

Locomotive Historical Society.

Don Sims recalls the days when he and Dick were in college. "We explored many places on the railroad scene that were totally foreign to us. At that time, in the early 1950s, Dick had a beat-up 1937 Ford.

"One December day we left Los Angeles for Utah. The temperature was around 70 degrees in late afternoon in L.A. At about 3 a.m. we pulled into Beaver, Utah, where it was some 20 degrees below zero. Our clothing was inadequate, the car heater didn't work, and we were broke—as usual. So we drove on through the long night, unable to afford more than gas and food. It was the only time I can remember getting frost-bitten inside a car. During the night we passed only about a half-dozen trucks and buses over a 250-mile span.

"We couldn't find an open gas station until about dawn when we were running on vapors. But the entire trip was worthwhile. About mid-morning we drove up toward Soldier Summit, rounding a blind curve in the road (at Thistle, Utah) to burst upon a small terminal where a half-dozen *Mallets* were spewing off steam. The sight was totally unexpected; we had been informed there was no steam at all left on the Rio Grande."

"I think Dick's favorite piece of railroad was the Milwaukee's electrified Rocky Mountain Division. He spent more time and photographic effort there than anywhere else," Nona Steinheimer informs me.

"Back in 1963 Dick and I were at Avery, Idaho. He went off to arrange for us to ride a boxcab helper over St. Paul Pass. The cabs in those units were so small that we had to stand nearly all the way. But the trip was strikingly beautiful, mostly at night, with snow on the ground.

"Coming back down the hill, the engineer let each of us take a turn at the throttle, though he kept a guiding hand on the air-brake handle, just in case. All this time we were pumping him for first-hand knowledge about the electrification, things you can't get out of an engineering manual. While I found this interesting, I could see that the experience greatly impacted on Dick's mind and led to his great love affair with electric operations on the Milwaukee."

Nona points out also that as a photographer Dick will go to extreme lengths for a single picture, sometimes researching an entire day for one really good shot!

"I've always admired his patience and dedication. Just watching him in action or being with him for any length of time should be beneficial to any photographer. His imagination is boundless."

DICK IS NOW very fond of Giovanna (Jennie) Scherneck, who is 45, with 5 sons by a previous marriage. They met in September, 1976. Giovanna tells me that she is attracted by his "very tall slim and healthy figure, his bright blue eyes, and the fact he is sincere, honest, and kind as well as romantic."

She writes: "You'd never dare to tell him an untruth, for somehow he'd know. Dick is down-to-earth, disdains frills, and is not impressed by wealth. He is happy doing what he wants to with his life. He is thoughtful, too, and religious. But with all of his accomplishments as a photograher and writer, he is unspoiled. His interest in photography is so deep I feel hard put in trying to compete with them for personal attention.

"Together we develop and print his pictures and proofread his writings. We often go hiking or driving. Dick has an amazing resistance to extreme heat in the desert or biting cold in the mountains in winter. He seldom drinks liquor, and never smokes. He does take vitamins and avoids foods with chemical additives. It's not too much to say that he's opened a new world to me."

One friend with whom Dick has shared many trips and difficulties with nature is Warren M. Marcus of San Rafael. Dick is also godfather to Warren's youngest daughter, Sarah. The two met in the late 1950s while Dick was with the San Rafael newspaper.

"Here are some of the great moments I've spent with him," Warren writes. "In the early spring of 1972, with snow on the ground and a chill in the air, we went to Avery, Idaho, for a shot of Little Joes in the Bitterroot Mountains. The only way to get up there was to walk. So Dick went off, with cameras, jacket, cap and *tennis shoes!* Later, as a westbound train arrived, the rear end crew wanted to know 'Who is the tall guy in the tennis shoes and how does he stay warm?' No tricks, he nearly froze, but the pictures were worth it.

"Back in snow again, in the Sierra Nevadas, he planned a picture a mile or two up a hill to the SP mainline. Having only *one* pair of snowshoes, Dick decided we should each have one shoe and try our best. The snow was at least eight feet deep and we left some deep foot tracks in the snow. The only train went past while we were laying exhausted in the snow, but we got up there and took a few shots anyway.

"Dick is known for square dealing. Every town he visits, he leaves goodwill, friends, and a welcome back. The day operator at Norden in the Sierras tells of Dick's taking the time and trouble to teach his son the fine points of shooting 'nice' shots with his new Instamatic camera, never talking down to him. The young lad has grown into a top nature photographer in the area, partly because of Dick."

Trains editor David P. Morgan wrote about Dick in the Introduction to *Backwoods Railroads of the West* (Kalmbach, 1965): "No man's prints are easier to identify than Dick's. His photography is (1) sharp, (2) arresting, (3) sensitive. One comes to believe that

One of Dick's early night shots in '47 shows cab-forward at Glendale.

Almost like a scene from the days of Otto Mears, the pathfinder of the San Juans is this night view of Durango, Colo., in 1960 with live and dead Denver & Rio Grande Western narrow-gage steam outside roundhouse. No. 494 will be on a train next morning heading for Farmington, N.M.

Photograph by Richard Steinheimer

494

The year was 1955 and it was Indian summer for steam on the SP as cab-forward 4210 was about ready to leave Oakland for Roseville, Calif.

Both Photographs by Richard Steinheimer

the camera's operation, in a technical sense, is for Dick automatic, thus permitting him to allocate all of his time to the scene's composition and mood.

"Dick Steinheimer's prints get to me. He is fearfully authentic. He has caught in the face of a woman agent for the Midland Continental all of the agony of ugly winters and bad crops in the Dakotas, yet also all of the indifference to putting down roots elsewhere. I am moved by Dick's interpretation of San Luis Valley Southern Consols dying the long, long death of rust and rot, just as I am revived by his Nevada Northern's galloping Ten-Wheeler."

I asked: "What are some of the things that you like especially?"

Dick thought a moment. Then: "Furry animals, bright men and women, Alco PA's, canyons, summits, deserts, rails, San Francisco, kids, Pt. Conception, Little Joes, Dumbarton Bridge, roundhouses, GG1's, Bipolars, modern architecture, Bob Hale, Gladys Knight and the Pips, commute trains, and short fast hotshots. Other things might be tracks along the ocean, ferryboats, the town of Avery, Idaho, and the approach of any train I've never seen before."

Dick admits having a lot of respect for the young fans. "Many of them," he says, "are doing much more today than we 'old-timers' did when we were that age. I like to encourage them to try large projects, to trust themselves and their own judgements when problems arise. The most important thing that happened to me at City College of San Francisco was Professor Emmett Smith saying, in response to a question, 'I think you have good enough judgement to decide that yourself.' That's the gist of my message to the people around me. In other words, make your own decisions."

As to questions of the future, Dick tells me: "If I'm lucky, someday I'll end up in books or editing publications. For me, the only frightening aspect of that has been seeing the small number of editors of my acquaintance who will agree that the development of talent is next in importance to getting their publications on the street.

"Communications is where the action is today. But if we in media can't see the importance of helping the public to make responsible personal and corporate decisions, then we'll all remain children, making childish choices." ●

Santa Fe manifests pass on double iron just west of Goffs, Calif., in 1977.

PASSENGER TRAIN SURVEY

SLEEPING CAR SERVICE is being added by Amtrak to three long-distance runs. Another inter-city train, the *Cardinal* (formerly named the *James Whitcomb Riley*), running between Washington and Chicago via Cincinnati, was given Amfleet-plus-sleepers daily in both directions, beginning in mid-November.

First-class sleepers were made part of the *Panama Limited,* Chicago-New Orleans, in December. The same will apply to the *Montrealer,* that links the Canadian city with Washington, D.C., either this January or February, and in March will apply also to the *Pioneer,* Seattle-Salt Lake City.

Twenty-five sleepers are being rebuilt for compatability with Amfleet in Amtrak's Beech Grove Heavy Overhaul Facility in Indianapolis. Steam-generated heating systems are being replaced by electric heating and air-conditioning powered from the locomotive. Lighting and water heating systems are being changed from direct current to 480-volt AC.

Amtrak has committed an additional $15 million to a planned $40.6 million modernization program for its 12 and 16th Streets yards in Chicago. Included will be a new car-repair building and locomotive shop, also further track construction, platforms, inspection pits, and an electrical power distribution system for new Amfleet and Superliner cars. Each day 19 trains are dispatched from Chicago, with 605 cars and 122 locos assigned for maintenance to Chicago yards.

For nearly two years now, Amtrak has been in the used car business. Used passenger cars, that is! Amtrak has also sold locomotives and scrap material plus everything else from railroad ties to dining car china.

Responsibility for selling such equipment lies with Jim McCarthy, senior administrator of sales, material control, and Donald Fisher, administrator of sales. The two men coordinate the sale of virtually anything Amtrak owns anywhere in the country.

Amtrak sold its first used passenger equipment in June 1975, and since then has sold 177 passenger cars and 138 locomotives, generating close to $4 million in revenue for the company.

"They're taking no chances with that new million-dollar train."
Drawn by Joseph Easley

AMTRAK has gained over a million new riders, boosting its total ridership for the fiscal year just completed to 19,207,000. This gain was a 5.8 percent increase over passengers for the same period last year. The strongest growth was registered on short-distance trains outside the Washington-New York-Boston corridor. With the delivery of new turbo trains and the remaining Amfleet equipment, nearly 80 percent of all passengers on daytime coach trains were riding in new equipment.

ONE BIG revenue producer for Amtrak is the old locomotives it sells. A few of them are re-worked and returned to service by their buyers. Most, however, go to scrap dealers.

Although few of the old units will ever pull a train again, they do not go directly to the scrap heap. Many components are removed and re-worked for uses other than those for which they were originally intended. Traction motors could still be used with drill rigs or such in the petroleum industry.

Diesel engines and their companion electric generators can be used to produce DC electrical power for the construction industry, mining, or agriculture. Steam generators could see service in the trucking industry or for heating housing complexes. The parts remaining are, of course, reduced to scrap metal.

Photo Communications

Gloria Hevia makes a point during class discussion in Advertising Management course on Long Island Rail Road commuter train that is taking her home to Centereach, N.Y. The 31-year-old woman moved there so she could complete her work for a master's degree in business administration in the "College-on-Wheels," a joint venture of Adelphi University, the LIRR, Conrail, and Edu-Trans, Inc. Rolling classroom has proved popular.

Amtrak has also sold several self-propelled rail diesel cars (RDC's). Most have been overhauled and returned to commuter service.

AMTRAK has begun its headquarters move to consolidate its 1,300 employees at the new eight-story building at 400 North Capitol Street, N.W., Washington, D.C. 20001. The move is expected to be completed Feb. 10.

DERAILMENT of an Amtrak train on the Burlington Northern near Ralston, Neb., last December was due to the lateral movement of a rail as the 11-car train was rounding a curve, according to the National Transportation Safety Board. Three cars separated, tipped over, and slid 40 feet down an embankment, injuring 93 persons. Property damage was estimated at a whopping $816,000.

ICC HAS ORDERED Minnesota Transfer Ry. to give Amtrak the necessary services, tracks, and facilities to let it operate into and out of a terminal not due to be finished until February. The order lets Amtrak use MTRC's lines between Merrian Park and St. Anthony Tower, Minn., while the Minneapolis-St. Paul Amtrak station is being built.

AMTRAK's president, Paul H. Reistrup, intervened personally in directing that red cap service or its equivalent be available for all passengers who need it in the Northeast Corridor. Previously, Amtrak managers in the Corridor had moved to drop the traditional baggage service in 10 stations between Boston and Washington, D.C., in an effort to cut their deficit.

AUTO-TRAIN CORP. has filed a tariff with the ICC that, if approved, will result in the lowest fare ever for carrying automobiles between Lorton, Va., and Stanford, Fla.

One-way fare for the automobile would be $99, while the passenger rates would range from $49 to $79, depending on the time of year and travel direction. In addition, there would be a discounted family package in summer.

AS THE LAST train pulled out of the depot in Wakefield, Nebr., a female quartet sang "I've Been Workin' on the Railroad." It was the end of 96 years of rail service to the Northeastern Nebraska town of 1,160. Several hundred persons were on hand when the Chicago & North Western engine with a caboose behind pulled away, its whistle blaring.

"I can remember years ago when we had six passenger trains a day and two or three freight trains," lamented Jack Mitchell, a town resident. "I used to fill refrigerator cars with ice when I was 14 years old."

A THREAT has been made by the Pittsburgh & Lake Erie to abandon its deficit-ridden commuter train between Beaver Falls, Beaver County, and Pittsburgh unless the Allegheny County Port Authority gives it some financial help. The railroad has asked PAT to join in a contract similar to one PAT has with the Baltimore & Ohio for a Pittsburgh-to-McKeesport commuter train. PL&E said it is now operating the Pittsburgh-Beaver Falls commuter at a $354,000 annual loss.

THE ICC has vacated a previous order permitting the South Shore to abandon trackage right over the Il-

The remains of three streamlined blue and aluminum interurban trains delivered to Illinois Terminal Railroad in 1948-'49 shown on March 5, 1977. The *City of Decatur, Fort Crevecoeur,* and *Mound City* were retired after less than eight years service. McKinley Iron Co., St. Louis, is depressing scene.

Cliff Saxton, Jr., 2 Angest Lane, Webster Groves, Mo. 63119

linois Central Gulf in the Chicago area. The ICC said the abandonment would be okayed if the South Shore is legally permitted to drop the rest of its commuter service.

Down by the Depot

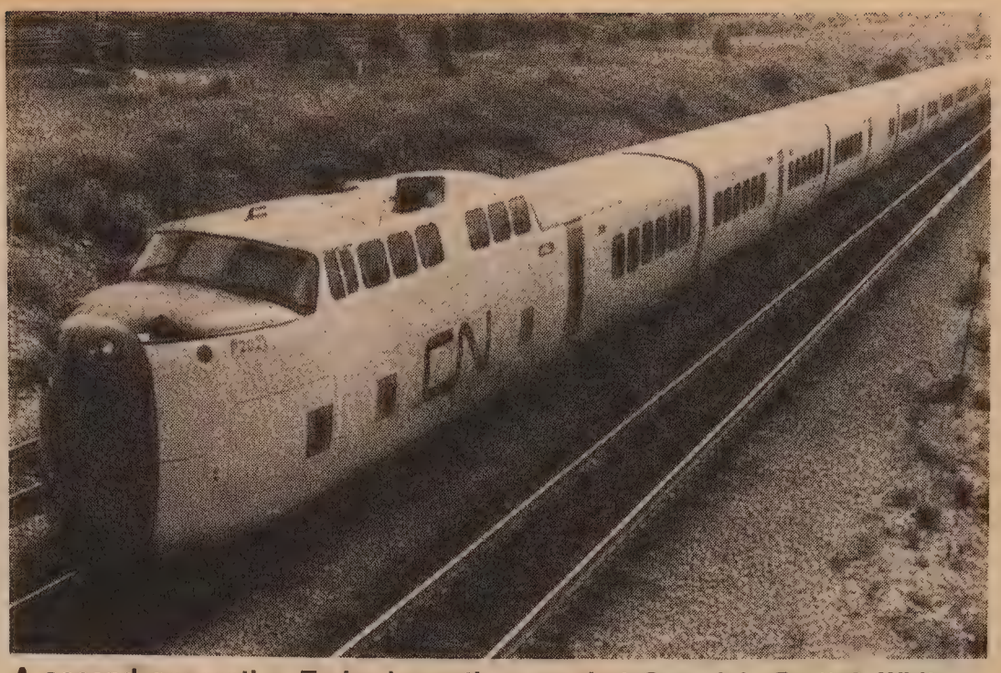
PENN STATION in New York City was tied up for four hours on the morning of Oct. 20, stopping all train service into and out of it because of an electrical power failure. This caused rush-hour commuters an estimated delay of 90,000 man-hours, besides holding up several thousand more long-distance riders who had come from points as far away as Montreal.

The failure was caused by the blowing out of a flooded transformer. It happened at 5:25 a.m., early enough for officials of the three systems that feed into Penn Station—the Long Island Rail Road, Amtrak, and Conrail in New Jersey—to inform commuters by radio news programs or their own station paging systems about alternative routes.

With some grumbling, thousands of LIRR passengers transferred at Woodside, Queens, where westbound trains halted, to city subway lines, paying an extra 50 cents. In New Jersey, many more thousands of Amtrak and Conrail passengers transferred at Newark, where their trains were halted, to the PATH lines coming into the big city.

Another Penn Station story tells about many field mice frequenting the flower beds on either side of the stations' Seventh Avenue entrance, darting out of the bushes to half-eaten pretzels and other food scraps tossed there by passers-by or by the crowd that regularly gathers for an alfresco lunch. According to Elwood F. Dupree, head of the city's pest control office, field mice are not a health hazard.

TORONTO UNION STATION, one of North America's great railway edifices, recently celebrated the 50th anniversary of its official opening by the Prince of Wales, later King Edward VIII and then the Duke of Windsor, and the arrival of the first train. On board that train, and present at the 50th anniversary, was Wilf Muir of Belleville, a pensioner now aged 82. He was the fireman on the train when it steamed into the huge, impressive new station on a run from Belleville. "Yes, it sure was a big day," he recalled. "I remember that the Royal York Hotel was being built across the street. It sure was a sight as we came in."



A second generation Turbo is on the way; but Canada's Pratt & Whitney (formerly United Aircraft) has withdrawn its bid in the government competition for a high-speed train in the "Canadian corridor." Turbos now in use on Montreal-Toronto service will be on run until early 1980s.

The new station cost a princely $12 million in 1927 and, with its office wings, took up an entire city block between York and Bay streets. Along the face of the center block are 22 limestone columns, each 40 feet high and weighing 75 tons.

An important design feature was the provision of tracks for through-train operation, rather than the usual stub-end system. The six main tracks serving the station spread out through extensive switching leads, or ladders, to 11 station tracks. Trains can cross in any manner at either the east or west-end approaches by means of an electric interlocking and signal system which remains one of the largest in North America.

RUSSELL DALY can stroll onto his front porch, flag down a train and ride to school. The commuter line rolls right by the whistlestop station he calls home. Russ and his partner, Brian Stevens, both 24, are among the dozen or so people in the Philadelphia area who have found Conrail an amiable landlord, eager to have its abandoned property occupied.

The two fellows went to the railroad real estate office in August, 1973, to inquire about leasing the one-story stone structure in Wawa, Pa. The small station, and many others like it, had not had a resident agent since the late 1940s.

"They were interested in having the building occupied because it had become a stopover point for reform school escapees," said Russ, a college student and part-time warehouse worker. "It was totally gutted. Everything of the remotest value had been removed by vandals. All the windows were broken."

"We started working right away that August," Brian said. "We'd come in and spend a couple of nights, then go back to our respective houses. We moved in for keeps in January of 1974."

The two youths did all the renovation, except for $300 in plumbing that local law required a certified plumber to do.

"The renovation has been a continuing process," Russ said. "I'd say we've put $3,000 or $4,000 into it. The financial assistance the railroad provided was the fact that we only pay $25 a month rent."

Penn Central E-8 No. 282, renumbered for Amtrak's *The East Wind*, heads toward Boston in Feb. 1974.

Photograph by Jay Potter

Santa Fe ballast-decked girder bridge 542 at Mohave Gap, Ariz., after flash flood in Sept. 1939.

William P. Gibson, 4427 30th St., San Diego, Calif. 92116

Flash Flood at Mojave Gap

by WILLIAM O. GIBSON

I WAS WORKING on the Santa Fe Coast Lines in 1939, installing teletypes and upgrading circuits. Our job included additions and betterments to the dispatcher's office at Needles, Calif., headquarters for what was then the Arizona Division, covering the area from Seligman, Ariz., to Mojave, Calif., a mainline distance of 388 miles.

With the electrician I was working with, I left Los Angeles late in Labor Day afternoon for the long drive to Needles, over 300 miles. Near midnight, topping the grade about 30 miles west of Needles, we saw lightning flashes in the mountains, across the Colorado River to the east; but we did not expect the trouble these storms would bring. About 11 inches of rain would fall within 10 days.

Next morning we awoke in the torpid air of my room at Harvey House's El Garces Hotel. Outside, a drenching rain was in progress. After breakfast we went to the second-floor dispatcher's office to organize and start the remodeling job, separating two sets of dispatcher tables and reinstalling each into a separate room. This would reduce the noise and confusion that ensues when all the dispatchers are grouped in one room.

Most all railroad buildings on the desert were built with double roofs to lessen the terrific heat. Screens for open windows and ceiling fans helped the employes to barely tolerate the summer season. Our job included running conduit up into and through the attic to reroute cables and wiring. We arranged our work to do this in early morning.

The rain was unabated. Water flowed two feet deep in the streets of Needles, tumbling off the hillsides. Rain kept up all through the night and into the next day, then a brief respite and more heavy showers. Working close to the dispatchers, I could hear snatches of conversation coming in over their loudspeakers. Section gang foremen reported flood damage. Men were standing watch at bridge locations, watching for flash flood destruction, and signal maintainers told of disabled circuits, either shorted or grounded out.

Late that afternoon the pole line washed away east of Topock, Ariz., the first station east of the big railroad bridge over the Colorado River about 15 miles below Needles. Luckily a Western Union line gang happened to be nearby engaged in pole-line reconstruction. A quick emergency trip soon corrected this trouble.

That evening the ballast-decked girder bridge carrying the westbound mainline at milepost

542, called Mojave Gap, went down in the flood water, nearly taking the eastbound track bridge with it. Big concrete piers were undermined and tipped over. Huge girders were bent, swept under the other bridge, and buried in sand. Twisted rails hung in the air, their ties washed away.

The Sacramento Wash at Mojave Gap, 36 miles east of Needles, makes a sweeping bend which the old Atlantic & Pacific Railroad followed in its 1883 grade. There was still evidence of it in 1939. During a curve reduction program in the 1930s, the Santa Fe built a high embankment with tangent double track, eliminating this curve. Flash flooding washed out part of this embankment at the east end and attacked the bridge at the west end. The best way to get the railroad back into service was to build a shoo-fly, following the former A&P grade.

An old side-door caboose was selected to become a telegraph and train-order office. Placed at the east end of the washout, it was called Double Track Junction. My division lineman partner and I were called to provide communication facilities for it. Dropping our activities at the dispatcher's office, we concentrated on this new emergency.

Hastily gathering wire, cable, telephone equipment, telegraph instruments, and pole-line hardware, we loaded it all onto the lineman's small track motorcar, a Fairmount, type M-19, and headed for the disaster area. When we arrived, the caboose had been spotted on one of the out-of-service main tracks.

Track gangs had converged at the site and were rapidly laying ties and rails and dumping ballast on the old grade, around the curve. All traffic in both directions had been tied up. Work trains were busy at both ends of the washouts. I rode one of the first locomotives to move over the newly-laid rail on the old grade. At a slow pace the 3897, a 2-10-2, rocked like a boat on the soft track.

A telegraph operator newly transferred from Kansas was assigned to the first working trick at the Double Track Junction office. He had a bed-roll, food, ice for the refrigerator, train-order pads, message blanks, and other necessities. The caboose was unlivable in desert heat. He had to dart inside when the dispatcher phone rang, write some train orders, and place them on message hoops to hand up to front and rear ends of the trains. Then he'd seek the shade of the caboose outside.

He planned to pitch his bed-roll outdoors to catch any vagrant night breezes, but someone changed his mind by telling him about rattlesnakes crawling up to the rails at night to keep warm. The rails retained their heat at night, but this tale was just to frighten the operator.

Both westbound passenger train No. 1 and eastbound No. 10 were caught at Needles by washouts. Since about 700 passengers were aboard both trains, the Harvey House ran out of food. No. 1 carried a diner, but its stock did not last long.

Luckily, Santa Fe President Engel and Vice President Gurley were aboard their business cars on one of these trains. Under their brisk orders, relief was soon under way. Buses came out from Los Angeles to pick up the westbound passengers and more food arrived to feed the others. Soon afterward, all the washouts to the east had been repaired and traffic was moving again.

A couple of days later, my fellow worker and I were awakened by someone pounding on our bedroom doors. An excited division lineman shouted: "It's three a.m. Wake up, you guys! The railroad is washing out west of here. I can't raise any Western Union men and the pole line and roadbed are going under from the flood waters. We have to get some material and restore service immediately." Then he left for another try at waking some of the Western Union men.

After my buddy and I dressed and headed for the lineman's tool shack, we again encountered him. He said he could smell smoke coming from the gang foreman's bunk car. One of the gang lineman showed up and his key unlocked the door. Groping our way through the smoke, we discovered the gang foreman slumbering on his smouldering mattress. He had fallen asleep with a lighted cigarette in one hand. In a few more minutes he would have suffocated.

We Santa Fe men left Needles on the small motor car, loaded with 6,000 feet of emergency twisted pair wire and other items, and headed up the hill toward Goffs, Calif., 31 miles west. Dawn was outlining the jagged peaks to the east. The New York Mountains to the west were shrouded in low heavy clouds, indicating storms. Somewhere between Ibis and Homer sidings a huge washout stopped us. Both tracks were swinging in air, sagging under their own weight, all ties intact but no ballast or roadbed.

A section gang at the site was watching water chew away the embankment. One man yelled, "Here comes another head of water!" About half-mile up the sloping wash, a three-foot wall of half soil, half water, made a frightening scene as it churned along. When it reached the washed-out area under the tracks, it ate into the sandy soil as it rushed down the grade.

The pole line at this location was down. We quickly strung out paired wire along the ground around the washout. Each end was tied into the line wires on the poles, making the circuit good behind us. We were aided by the section men, who helped push the motorcar along the swinging tracks, over the washout.

Later, we found other track and pole line impairments and made the wires good at these points. Upon reaching Goffs depot, we fixed the dispatchers' phone to the west. Someone had brought hot coffee. It was a welcomed treat after our early morning vigil in the flash-flood area. ●

Race for the Mail Contract

by WILLIAM T. CHURCH
Conductor, Missouri Pacific Railroad

JOE REID'S finest hour came on the raw cold morning of January 28, 1908, when he was called upon to fire a high-stepping Ten-wheeler on the newly inaugurated train No. 7. This was the fast mail over the De Soto subdivision of the Iron Mountain (now the Missouri Pacific's Arkansas Division) from St. Louis Union Station to Poplar Bluff, Missouri.

The Iron Mountain had put that train on four days before to compete with the Katy for a mail contract between St. Louis and Dallas, and from the first run it had been plagued by mechanical and operational problems.

Joe Reid and his hogger, Johnny Rabbitt, from the extra board, were in the freight yard readying their Twelve-wheeler, No. 1804, a heavy freight hog, for their run to De Soto, Missouri. Rabbitt was said to be the fastest runner on the Iron Mountain and had been given a try at No. 7 on its second trip. But a freight train pulling two drawbars on Gads Hill had delayed him one hour and ten minutes so that he highballed into Poplar Bluff an hour off of the advertised.

"Just give me another chance at Number 7," Johnny harrangued anyone who would listen, "and I'll show 'em how to run."

But Johnny didn't catch No. 7 early that night. That assignment went to engineer Bill Bauerman for seniority reasons. So Rabbitt took a call for 2:30 a.m. on his regular freight run with young, slim Joe Reid firing. As the two men were preparing the 1804 for their run, someone came up in the darkness and called out excitedly: "Mr. Rabbitt, Mr. Rabbitt, where are you?"

"Over here, lad," the runner answered as he recognized the callboy's voice.

"Mr. Bauerman and his fireman are hurt bad," the kid blurted out. "The 6510 with Number 7 turned over on Oak Hill and the roundhouse foreman wants you to take the 7505 over to Union Station and take No. 7 to Poplar Bluff after the switch engine pulls the mail train back into the yard."

Rabbitt turned to the fireman, "Joe," he said, "get our gear over to the 7505," pointing to a big Brooks-built passenger Ten-wheeler. "We've got some fast running to do tonight."

Joe hesitated for a moment. He was not qualified for varnished trains, and firing for Johnny Rabbitt on No. 7 would be quite a challenge to keep a big passenger engine hot over some of the toughest mountain grades in the state.

Rabbitt noticed his fireman's indecision. "Get a move on, Joe," he barked. "If you don't think you can make steam for Number 7, just say so and I'll let Billy here fire for me," pointing to the callboy.

Resenting this slur, Joe grabbed the scoop and toolbox. "You just run her, Mr. Rabbitt, and I'll give you all of the steam you can use tonight."

Then he followed the engineer through the darkness over to where the 7505 stood. When they reached Union Station two men climbed into the cab: Polk Elkins, the blue-uniformed skipper on No. 7, and trainmaster Nedwideck.

"How's Bill?" Rabbitt asked anxiously.

"Hurt bad," the conductor answered. "His fireman, too." And he handed Johnny his orders. "Mr. Nedwideck says there's no speed limit tonight. Make up all the time you can." Then, looking over to the slim kid fireman, the conductor recalled some talk he had heared about Joe being a bit light to fire big engines. "Joe, can you make steam for Mr. Rabbitt?"

"All he needs," Mr. Elkins," said Joe.

"You'd better," the trainmaster cut in, "or your firing days on this line are over."

"Joe's OK," Johnny stated curtly. "I am ready when you are, Polk."

"Fine, Johnny; leave on signal."

At 4:45, ninety-five minutes late, No. 7 eased out of Union Station. As they slipped through the freight yard, Joe got acquainted with his engine. She was quite different from the small yard goats and freight hogs he'd been firing.

Built by Brooks, the 7505 because of her size was known as a "quarter-deck" engine. Joe stood on the edge of the tender to feed coal to her unusually long, deep, narrow firebox. He noticed chains on both sides of the cab, and asked, "What's the chains for?"

"To keep you from falling off," replied the runner with a twinkle.

As Joe was still smarting from Rabbitt's remarks in the freight yard and from the trainmaster's slur, his hogger's reply did not set well with him. He hooked up the chains and muttered under his breath, "Who does he think I am—some farmer that needs to be chained on an engine?"

Johnny Rabbitt hit the passenger mainline at David Street and gave the 7505 her head. With a burst of speed they cleared the maze of tracks in Ivory yard and raced for Poplar Bluff. Joe swung his scoop with a regular rhythm of comparative ease, keeping the steam pointer just a fraction off the pop mark.

Down the narrow shelf of right-of-way darted the fast mail train, with the broad Mississippi on one side and towering limestone bluffs on the other. The driv-

Hand-bomber Missouri Pacific Lines No. 1804, built by Brooks in 1901, shown at Atchison, Kan.
W.T. Church, 512 55th Terrace, North Little Rock, Ark. 72118

ers of the 7505 turned at a speed they had never turned before as Joe supplied all the steam the cylinders could use. He was being tested, and he knew it.

Back in the coaches, trainmaster Nedwideck and conductor Polk Elkins stood in the vestibule of the rear car counting telegraph poles, checking the train's speed, forty poles to a mile. "Sixty poles coming up," announced the T.M. as Elkins studied his open-face Hamilton Railway Special Watch.

"Fifty-four seconds," Elkins called out over the roar of the train.

"One mile and a half in fifty-four seconds!" exulted the trainmaster. "That's at the rate of 100 miles per hour!"

No. 7 was really fast, thanks this time to the team work of the two men in the engine cab. At De Soto, while the Railway Post Office car was being worked, they stopped for coal and water. Seconds later the 7505, with a booming stack. drivers digging in on well-sanded rails, and a screaming whistle, stormed out of town to make a noisy assault on Vineland Hill. This was Joe's first real test as a passenger fireman on a hill railroad.

From De Soto to Piedmont the Iron Mountain crossed some of the highest points in Missouri, and in that distance of 85 miles five steep grades are encountered before you reach the Black River Valley's easy grade from Piedmont to Poplar Bluff.

Up Vineland Hill the puffing 7505 hauled her tonnage at a record speed. Joe, sweating but determined, took advantage of the six-mile downgrade from Vineland to Blackwell by getting a short respite from the scoop. His next big challenge, he decided, would be the twelve-mile pull up Mineral Point from Blackwell to Summit.

But the Mineral Point grade did not pose the problem he had thought it would. Minutes later, with a full head of steam and a booming stack, the mail rumbled over the south switch at Summit headed down hill for XD-Irondale. Johnny cut the 7505 back near center while Joe stopped his scooping and again rested his now weary muscles while they rushed down the seven-mile hill into XD-Irondale.

With eleven miles of Iron Mountain grade, Tip-top and Gads Hill, ahead of him, Joe was full of confidence that he'd conquer them also and prove to all that he had what it took to be a passenger fireman on a fast run.

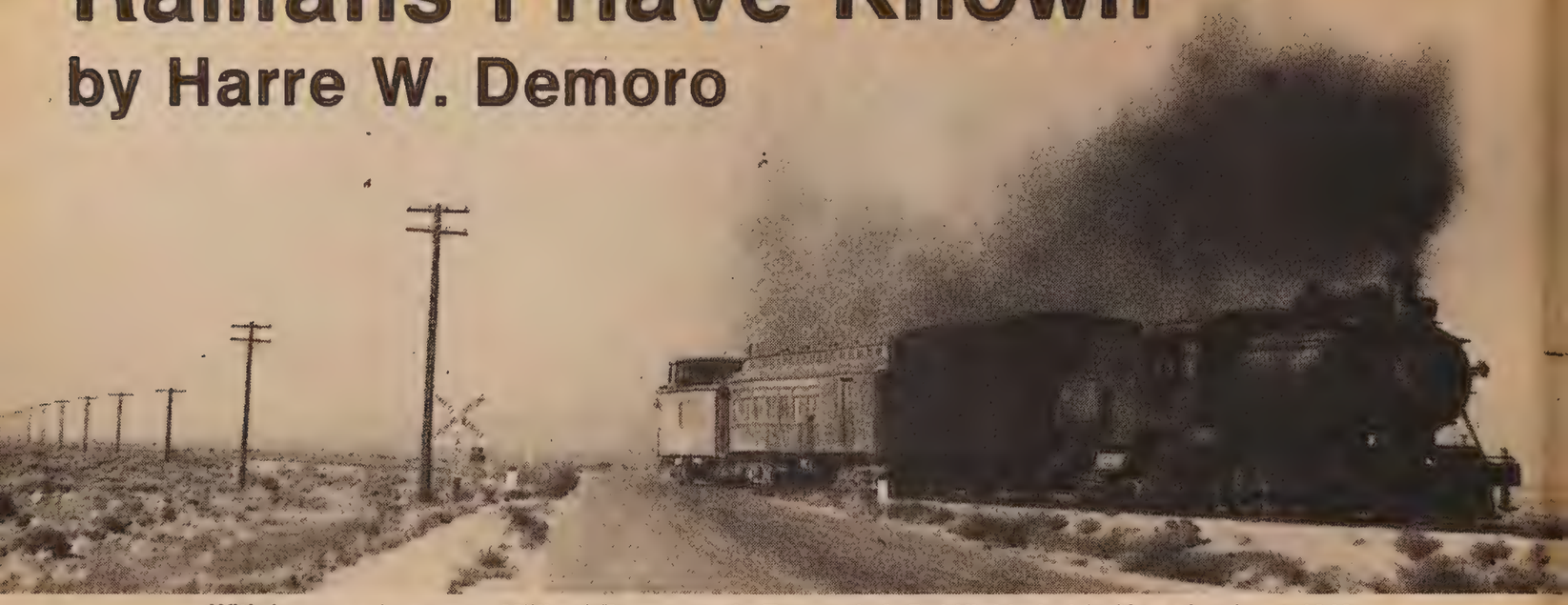
After taking coal and water at Bismarck, Johnny Rabbitt gave the 7505 what may have been the hardest workout in her years of service as he tackled the last five miles of grade. As the 7505's big drivers pounded the steel under them, her stack thundered a message to the hills that seemed to shake their foundations. Again Joe was on the quarter-deck bailing black diamonds desperately, keeping the steam pointer right on the peg like a veteran. Over the grade they rolled, then they climbed Tip-top and Gads Hill. Never once did the steam lag. Joe was proving himself a man.

On the easy grades of Black River Valley he rested somewhat, giving the 7505 a dab with his scoop every once in a while. Johnny Rabbitt covered the remainder of the trip in a record time. Red dawn was breaking in Poplar Bluff when he thundered into town and eased the train to a stop in front of the big brick depot just thirty minutes off of the advertise. He had made up one hour and five minutes of the lost time. And Joe, in true passenger fireman style, had a squirrel-tail of steam plumes drifting from the pop valve for all of the railroad to see.

Several days later the Iron Mountain was awarded the mail contract over the Katy. That contract stayed on the line for years, until the MoPac discontinued all of its mail and passenger service. Although credit for the fast run was given to the hogger, there is no doubt that Joe Reid also had a lot to do with it. ●

Railfans I Have Known

by Harre W. Demoro



With borrowed camera, Milliard Brown made Tonopah & Goldfield shot in Nevada about 1940.

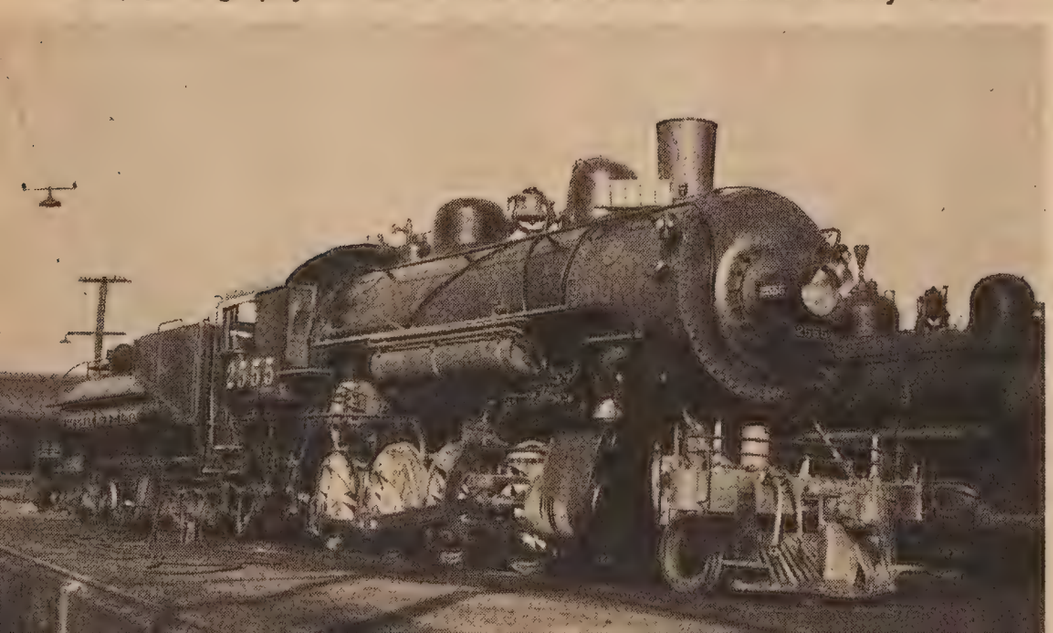
WHEN SOUTHERN PACIFIC steam was in full flower, my friend Robert MacFarland would roam Bayshore Yards, just north of San Francisco, with his bulky 122-postcard size folding camera and brass tripod. SP steamers had numbers painted on their cabs. There was also on the cab side a small wing-type ventilator which, if open, might slightly obscure one of the four numerals.

MacFarland would arrive in a somber blue suit and matching vest, with always a gold watch and chain. Film was slow, the exposure being 1/125th and f/5.6, on a sunny day—and he took photos only on sunny days. He'd look at the cab. If the ventilator were open, he'd fold his camera and walk away. No picture—unless and until he could persuade a hostler or engine-wiper to close the vent.

In the 1930s, his health was good and he knew the locomotive would be back, with the vent closed. Steam would live forever. He was sure of that. But what about diesels, those oil-electric tin cans he'd read about in *Railroad Magazine?* Just interesting experiments, Mac would tell you. At that time the great and wise Southern Pacific was buying giant cab-forward engines with streamlined skirting, and orange paint for the Daylights. Who needed diesel locos, anyhow?

Of all the railfans I knew, Robert MacFarland was the only one with a semi-secret laboratory process. Though some alchemy he shared with a lab in the San Francisco Mission District, he overexposed the film. After development, the negatives approached tarpaper in density. You could have shot an eclipse of the sun through most of the undeveloped film. But when printed, the locomotive—regardless of her state at the time of photographic exposure—was needle-sharp and looked shiny. Poor Mac! The laboratory made his prints (with black edges, his trademark) stamped on the back, "Guaranteed not to fade. Money back guarantee." Alas, all the Mac prints I own are yellowish brown today.

Sharp photography of Robert MacFarland shows SP 2555 in early 1930s.



Mac was a pal of my dad, Ralph W. Demoro, whose photo credits first appeared in *Railroad* in the early 1930s.

"If it hadn't been for your father," he told me once, "I wouldn't have resumed engine-picture taking."

Mac taught me the fine art of photographing steam. Get the light on the drivers and on the front. Don't let a telegraph pole or light pole get in the way. Close the ventilator. In the early 1950s,

Susan B. Perry.

Another MacFarland "standard photo" of 1930s of Southern Pacific 2-8-0 No. 2788.
Collection of Harre W. Demoro, P.O. Box 12061, Oakland, Calif. 94604

when I had a folding camera that must have consumed miles of 620 film (2¼x3¼) negatives), Mac became ill but was still interested in SP. Each Sunday, Dad and I would roam the Coast and Western divisions to get the ex-Cotton Belt 4-8-4's that had recently come north. Mac had a list and we shot all but one.

We did well in getting these—unusual for the SP—machines in passenger service, mainly on the San Francisco commute operation. We knew Mac didn't go for action shots, so every three-quarter view was in duplicate, one for the Demoro file, one for Mac. He was delighted and went over every negative with me. I learned much from him, and such friendships have lifetime value.

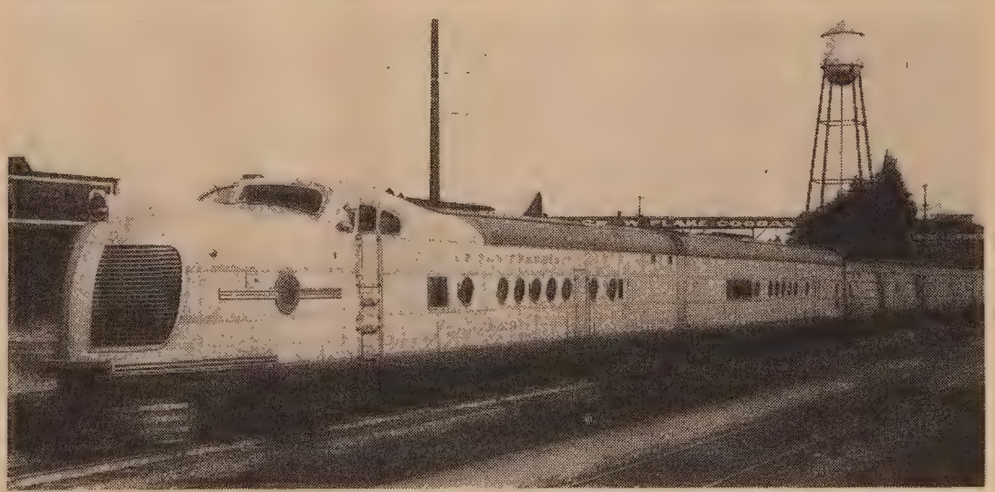
BOB MacFARLAND wasn't the only railfan I knew as "Mac." But my memory of Louis MacDermott is dim, for I was a little fellow when he was old. To me, he was "Uncle Louie," though no blood relative. This Mac built miniature steam locomotives for the Panama-Pacific Exposition at San Francisco in 1915. According to my dad, he lived in a rundown mansion in the decrepit area of West Oakland. To get him to answer the knock on the door, you first threw a rock against the side of the house. Dad saw the midget trains at the big fair. In the 1920s he heard that MacDermott was living as a recluse in a house behind trees that shaded his stable of superb 19-inch-gage steamers.

About 20 years later, a group of railbuffs helped Mac to install a midget track in the Oakland Zoological Gardens (today called Knowland State Park). One of the miniature Pacifics was fired up and the ride behind her became popular, but MacDermott's health failed and the operation folded up shortly after World War II.

I still have photographs my dad took of me watching the master engine man working on one of the Pacifics. Mac liked me. Years later, I was able to partly repay his kindness. The midget locomotives, long stored, were for sale. I wrote a Sunday feature story for my newspaper, the *Oakland Tribune,* which resulted in the sale of one engine and her operation today in Sonoma County.

AMONG the tracklayers for MacDermott's trains in the Alameda Zoo in 1941 was William Pennington, a Western Pacific engineer. Besides being a steam photographer, Bill often helped Barbara Kreimer with facts for use in her *Information Booth.* He liked to kid my dad about photographing trolleys and interurbans, which he called "licorice lines."

Bill was hoghead. For years he worked out of Portola, and in the summer of 1955 I spent some weeks with him. I followed him like a puppy, learning how a hogger works off the extra board, eats in cafes that railroadmen had okayed over the years for quality and price, and lives in hotels away from home. One evening, with the connivance of a fireman named Casey, he smuggled me into a diesel switcher cab for a memorable run over the mainline and Loyalton branch. Bill knew every low joint and



One of the very well-posed and typically good photographs by L.L. Bonney of SP-UP-CNW City of San Francisco at Berkeley, Calif., on Southern Pacific iron in 1936-'37 era. Pullman-Standard and EMD built M-10004 in 1936.
Collection of Harre W. Demoro

loose switch, was perfectly in tune with the locomotive and railroad. He didn't have to check his watch, but knew the time by the feel of the track and slant of the sun.

I sat in the first Vista Dome of the *California Zephyr* one morning while he worked the right side through Feather River Canyon from Portola to Oroville. It was a new train then and the WP had up-to-date Centralized Traffic Control. Tonnage was heavy. On two occasions we took the hole for upgrade eastbound freights, then pulled by FT and F-7 "covered wagon" diesel road units. Bill rarely used the air on that trip. He worked the stainless-steel consist around freights. We never stopped, except at Keddie, which was then on the timetable.

Bill had an old station-wagon. That summer we roamed the high country with cameras, seeking the tank-Mallet on the Clover Valley Lumber line. Our trip to Oroville included a ride back to Portola that night on the head end of a rail diesel car. We stopped at tunnel mouths to chase away the deer and we had close meets with downgrade freights.

The next year a torrential storm sent the usually scenic Feather River on a foaming rampage. Downstream, cities were flooded. Bill was on the cushions aboard an F unit moving tonnage. Here his remarkable instinct for railroading was most evident. He told me in a letter that he'd run over those tracks so often that he was familiar with every signal and its location and number. But this night, through the heavy rain, he couldn't find a certain signal he knew was there. He climbed down and walked cautiously up ahead, perhaps ten feet. There was no signal. Nor any railroad, either. It had plummeted hundreds of feet into the canyon below!

The last time I saw Bill Pennington was on March 22, 1970, on the final run of a *Zephyr* that the crew called "High Society." I had boarded her as a newspaperman. He was trackside at Portola, wearing sun-glasses and his engineer's cap. He had a tape-recorder. We talked for a few minutes. His health was failing fast; soon he'd be gone forever. A wave as the *Zephyr* growled westward on her farewell journey. Bill waved back. We never met again.

Lou MacDermott took this shot at 1915 Panama Pacific International fair.

Youthful Harre W. Demoro and Louis MacDermott at Durant Park in 1942 next to covered-over Pacific from 1915 World's Fair at San Francisco, Calif.

Photograph by Harre's father, Ralph W. Demoro

TED G. WURM is an *Interesting Railfan,* an accountant, a writer, and an accredited railroad historian. I have known him for maybe 30 years, beginning in the late Grahame Hardy bookstore on east 14th Street in Oakland. (Incidentally, Hardy was No. 1 in *Railroad's* long series of *Interesting Railfans.)*

More recently, I recall the two days which Ted and his wife, Betty, spent with me early this year when I was working in Washington, D.C., during a leave of absence from the newspaper. He had written me three weeks before their arrival. He is a long-distance runner and was to be in the Boston Marathon. Since I was in the capital city and they planned to journey at least as far

Vernon J. Sappers, curator of Calif. Railway Museum, at Oakland library exposition in Dec. 1960.

Collection of Harre W. Demoro

south as New York, visiting among other places the *Railroad Magazine* office, why shouldn't they come to Washington also?

Neither of us realized in advance that the date we selected was the day Standard Time changed to Daylight Time. I did move my clock ahead and the next morning dutifully went to Washington Union Station to await their arrival over "The Standard Railroad of the World" on a *Metroliner,* the 12:29 p.m. from New York. They didn't show. There I was, 2,400 miles from my native Oakland, and had missed them! Of course, they had not reset their watches. Somewhat sheepishly, they exited from the 1:29 p.m. *Metroliner.* I gave them a press photographer's welcome by posing them, celebrity style, beside the train.

I happen to know that Ted's book on the Hetch Hetchy Railroad, published a few years ago by Howell North in Berkeley, outsold *Joy of Sex* in some Northern California counties—the locale where the railroad used to run. Ted is always youthful. I don't think his spirit will ever age. One day at Union Station in Washington I carefully outlined to him the inspirational qualities of the MP54 electric commuter (multiple-unit) cars about to depart for Baltimore. To San Francisco Bay Area people, these cars remind us of the old Red Trains that SP ran in Oakland and the Northwestern Pacific m-u cars operated until 1941 in Marin County from Sausalito.

"Watch," I advised. "Listen for the *snap* when he moves the controller to start the four cars."

Then it happened. Each car started at a different time. The train expanded and contracted. At length, reasonably coordinated, it worked its way north through the switches. Ted's slide camera was going at top speed.

"Wow!" he exclaimed, between pictures. "Just like the NWP at Sausalito!"

Minutes later we accepted an invitation to sit in the cab of a GG-1.

Ted Wurm's books and stories contain some well-researched background about people and locations. Many historical groups have heard him lecture, and Friends of the Oakland Public Library elected him their president.

HAVING BEEN BORN in 1939 as the son of a pioneering railroad photographer, I knew many oldtimers who have long since departed. One of my favorites was Waldemar Sievers, a tall Germanic man who usually wore a lumberjack shirt and was an authentic boomer. Coming to the United States in the 1920s, he was a gardener by profession, being employed even at San Simeon on the California coast when William Randolph Hearst was there. He also worked on dam building for the Southern California Edison Co. and on crews doubletracking SP's Donner Pass line in the Sierra Nevada range.

Cab-forwards became things of beauty before his camera lens. He knew every foot of what he called "The Hump," or "The Hill," and walked most of the high country countless times, covering the railroad in both steam and diesel. In his younger days he'd camp beside the tracks. He knew every beanery and railroad man's hotel from Rocklin to Boca.

One wintry night in Oakland right after Christmas 1954, Sievers and I boarded the Fast Mail at SP's 16th Street depot in Oakland. That downpour by San Francisco Bay was a certain omen that snow was blowing on "The Hill," which is where we were headed, loaded with cameras, film, and a few extra clothes. The train consisted of a dozen mail cars and a coach which still had walkover seats in green plush and ceiling fans that didn't work.

The conductor was surprised as he punched our tickets. "We don't stop at Truckee," he told us. "The other mail train does, though."

By this time our 4300-class 4-8-2 was well under way. We were whistling past the paint factory in Emeryville. Sievers knew the other mail train stopped at every postmark between Oakland and Truckee. We were on what, by comparison, was the *20th Century Limited* of SP mail trains.

"When do we get there?" asked Sievers.

"Oh, about 4:45 a.m.," replied the skipper.

"Good!" my friend said. "We'll jump off into the snow," which is what we did.

It had stopped snowing. As Sievers had anticipated, there was a convenient snowbank to cushion our exit from the train. Also, a full moon illuminated our target. That was around 4:30 a.m. In those days Truckee still was a railroad town. Diesels were pretty much in command on The Hill, but crews still changed on some runs and, with snow on the summit, rotaries had to be manned. There was always the need for a few helpers on stand-by.

Even at this early hour, several restaurants were open. We trudged through wet snow and ice

to the town, walked up and down the street, Sievers looked in the window of every restaurant. He'd been to Truckee maybe fifty times but I suppose he never failed to inspect the eating-houses if he could. A boomer always watches what he eats and where, and appreciates a clean beanery.

After breakfast, we loaded up with candy bars and headed west along the railroad. It was still dark. The passage of freight trains that night kept the right-of-way clear for walking. But as we entered Coldstream Canyon, the strong cold wind was far from enjoyable. Through the snow-covered trees we heard dynamic brakes whining in the distance. It was the second mail train. We stood in the deep snow and waved as four F units and 13 cars passed.

Then we left the railroad, taking an old emigrant trail near Stanford Bend. In time we found an abandoned but quite intact cabin which Sievers had known was there. Inside, we waited until daybreak, then went back to the railroad. We hiked 15 miles through snowsheds and tunnels, across windy snow embankments, over trestles. We walked and walked and came at length to Donner Summit.

A board was missing in the side of a snowshed. Sievers had been aware of that, too. Through the hole we went. In front of us was a ski lodge and a little shelter where, in about two hours, we would board a Greyhound bus for the return to Truckee. Meanwhile, in the ski lodge, we've fortified ourselves with coffee and sandwiches.

That night we booked space in a railroad hotel. The next morning we were off on foot 15 miles to Boca along the Truckee River.

My pal was an excellent camera man. Unlike MacFarland, he liked scenic shots and his views often show stations and people. He did some of the best historical research ever done on California railways, ships, and trolleys. But little of his work ever was published, although his extensive file of negatives and manuscripts was preserved after his death in 1973.

AN OLDTIMER still spry and full of interest in railroads but little known by the railfan fraternity took many incredibly good photographs in the 1940s, 1950s, and early 1960s. I mean Leon L. Bonney, now about 85, still filing negatives and working on projects.

He worked in a powerhouse, across the street from a drugstore where my dad was a pharmacist. Bonney, too, was an early pal of MacFarland and used a tripod and specialized in three-quarter views. But unlike his contemporaries, he also shot buses. He and my father divided up a collection compiled by Millard Brown, who died about 1950 but had explored the West in the 1930s. "Brownie," as he was called, had a good job with the telephone company during the Depression; so he owned a fine automobile and money for rail-roaming.

Yet he never brought a camera; he always borrowed one. So his negatives of exotic subjects such as the Tonopah & Goldfield and the Virginia & Truckee are various sizes, but their quality is good.

VERNON J. SAPPERS, hale and hearty at age 60, defied Army doctors who had said he wouldn't survive health problems from World War II. It was Sappers who gave me a keen appreciation for electric railways, for he knew and reveled in their intimate details. His sense of humor often carried him through rough times. Today he is high priest and curator of the California Railway Museum of the Bay Area Electric Railroad Association at Rio Vista Junction in Solano County, California.

Sappers knows the history of the Key System, the street and interurban electric railway operating in Oakland. As we walked, he recalled the surviving lines in the 1950s, varied experiences and history, not only of the trains but also of the neighborhoods, people, and signals. One morning in the 1960s, officials at the local bus system that had replaced the rails asked a historical question. Alan L. Bingham, general manager of AC Transit, called Sappers at 9 a.m. My friend was in bed, but awake and working on an insurance business that he ran out of his home.

"I telephoned Vernon," Bingham later recalled, "and there he was, sitting in bed, sipping a cup of tea, and able to recount precisely, street by street, the exact route of the East Alameda streetcar line from opening day to abandonment."

Sappers' pictures are among the best taken on the Key System, Sacramento Northern, and Pacific Electric. He walked every inch of each SP Red Train line

Typical Waldemar Sievers attention to composition is UP steam aiding M-10002 in late 1930s.

Collection of Harre W. Demoro

and covered the Portland, Ore., interurban in the same fashion.

MOST RAILBUFFS are men or boys who shoot pictures and collect artifacts. Susan B. Perry is neither a male nor a photographer nor a dabbler in railroadiana. She just loves trains.

I first met Susan in Washington one day last March. Living in a renovated brick row house on Capitol Hill with a sleek black pussycat named Hechther, she is a director of legislative services for the American Public Transit Association and has worked effectively on Capitol Hill.

I wish I had a portrait of her in a denim cap operating D.C. Transit car 766 at the National Capitol Trolley Museum. On another occasion, wearing the same cap jauntily, Susan helped to organize an APTA outing aboard the old ex-Pennsy MP-54 commuter cars operating between Washington and Baltimore. Seeing her cap, the engineer invited her into the cab because, he said, "You are in uniform."

Susan is an expert train-watcher. Shortly after our first meeting she wandered into the APTA office I had then, and asked: "Have a good week-end?"

"Yes, indeed," I said quickly.

"Doing what?"

"Went to Wilmington by train to take railroad pictures."

"You should have invited me to go along with you," she said.

So the following Saturday, she and I were booked on Amlounge to Trenton, N.J., where we had two feasts. The first was a marvelous day of train-watching (plus a large addition to my file of negatives on the Northeast Corridor) and the second was the meal at Lorenzo's, where soft shell crabs can be found less than a city block from the mainline of what used to be known as "The Standard Railroad of the World." And now I am back in Oakland, California, back on my old newspaper job; but there are times when I look up from my battered typewriter to a memory picture of Susan B. Perry smiling back at me from across the steamy cup of aromatic coffee she is raising to her lips. ●

TRACKSIDE in the Diesel Age

With Jim Edmonston

Jerry Mart, 2819 Lindsey Dr., Hopkinsville, Ky. 42240

Along with a new order of SD40-2's, the long-awaited Family Lines paint scheme made its debut on the L&N last September.

This was in April, 1971, when D&H had Alco PA-1s, 16 and 18. PC meet was near Albany, N.Y. Richard J. Allen, 14 Ethel St. M.R. 99, Binghamton, N.Y. 13905

THE NEW FAMILY LINES paint scheme is a reality, no longer a rumor. It first appeared on a trial basis on an SDP-35 working the hump at Waycross, Ga. Now, a new order of SD-40-2's for Louisville & Nashville sports the latest colors. These are L&N 3584-3613, being delivered last fall.

The colors are medium gray, (almost the same shade Southern Pacific's) with two stripes across the nose, which continue through the cab and diverge at the turbocharger bulge (left side), forming two wide stripes down the side. The top stripe is red, the lower is yellow. Between the stripes and under the dynamic brake bulge is the SCL/L&N, etc., "grouping" logo, a red square with white lettering framed in white. Black letters on the yellow stripe read "Family Lines System." Lettering on the cab sides is white, reading "L&N" and the unit number. Ends of the unit (frame ends, above the pilots) are safety-striped in black and white.

The L&N's latest SD-40-2's have plow pilots, a new wrinkle on this southern road, though L&N now runs from Chicago to the Gulf. A valued contributor, Jerry Mart, Hopkinsville, Ky., sent a shot of 3596 and 3598. Naturally, the colors do not show up well in black and white. SP's red and gray scheme suffers the same way. In color photography there's no question: the engines look great. Assumedly, all Family Lines members will wear the new colors, with sublettering on the cabs identifying them. Jerry says the units he has seen are in unit coal service out of Madisonville, Ky.

OCTOBER 8th was dreary and overcast in Cincinnati, my home town, with a light drizzle one of those Saturdays when some railfans stay home and sort their slides. But my good buddy Mark Loyd of Louisville, Ky., drove in to see me, and we made a day of it. Starting at Hamilton, Ohio, we took a look at the American Materials gravel pit operation at New Miami. This is a sand and gravel business, which owns two locomotives and a fleet of hoppers, sort of a cross between a coal hopper and an ore jimmy. Most run on arch-bar trucks. A "mainline" of perhaps a mile run out to the gravel pit from the principal elevator.

Trains of three or four hoppers are filled at the pit, shoved up to the elevator,dumped, and run empty back to the pit. The unit we found working was the GE 45-tonner, siderods beating the soggy roadbed as she went. American Materials uses a gray and red scheme, no numbers, and a very small oval logo on the cab. The other loco is a 60-ton Atlas siderodder, a big centercab design. She has been out of service for some time.

B&O's Toledo Division runs right alongside the gravel operation. New Miami Yard (New River on the B&O) was busy as a southbound freight, with GP-30 No. 6909 and SD-35 No. 7400, was setting off and picking up. Meanwhile, Armco Steel SW-1500 No. 701 came out of the Hamilton coke plant and headed for the slag dump in search of empties. A northbound B&O coal drag approached the crossing and the power cut off; three GP-40-2's.

The next thing to come along was Armco SW1500 704 with a two-car hot metal train from the Middletown plant, her two Treadwell thermos-bottle cars cut in ahead of a leased B&O 2400-series caboose. We left for Conrail's Sharon Yard as the southbound power got back on.

SHARON YARD has the normal mix of black and blue Penn Central and Conrail units, plus such local regulars as SW-1's, SW-7's, SD-9's (6903 and 6907 are blue), GP-7's, and GP-9's, the two SD-38's used on the hump, and the one or two GP-9's that are used as yard power. A big surprise was finding Morrison-Knudsen TE-534E No. 5303, leased to Conrail and set in a good position for a photo. It was the first time I'd seen an M-K leaser. We took pictures and left, with no hassle, which also was a surprise.

Then we checked for Procter & Gamble's Alco S-1, but their yard was dead, with gates locked. However, B&O's Ivorydale Yard, adjacent to the plant, had four EMD's one SW-900 and three SW-1200's busily switching. The "Ivydale switch run" left southbound behind two GP-9's. Relief

power arrived in the form of an SW-1200 and GP-9 No. 6485. Signal indication on the main to the south proclaimed that more action was at hand. Shortly, along came GP-30 No. 6909 and SD-35 No. 7400, dragging that southbound freight we'd seen north of Hamilton. It was filled out with a long cut of empty Texas & Pacific hoppers. After it cleared, we left for a quick lunch.

Taking a look at the B&O operations around RH tower, the first thing we saw was the grading work being done for the new Queensgate Yard. Surveyors' stakes forcast the future; they march across the parking lot, the access road, the tower area. Lots of changes coming here. Chesapeake & Ohio NW-2 was switching the north end of Millcreek Yard, and the freight behind 6909 was stopped on the main. We checked the B&O's servicing area; nothing new or unusual there. Plenty of power, but normal GP-40's and GP-38's. Dead behind the roundhouse were two Alco S-2's, but the long string of dead ones is gone.

Continuing south, we pulled in under the Hopple Street Viaduct and saw GP-40-2 No. 4162 being added to the power of the southbound freight sitting on the main. She would be a St. Louis train, with those Texas & Pacific hoppers due for transfer to the MoPac there. The Oakley switch run came out northbound with one of those GP-9's that Chessie has transferred from the C&O to the Western Maryland, with a large crude "WM" in yellow on her flanks.

More EMD switchers in evidence, SW-900 and SW-1200 models.

DRIVING down the service road between B&O's Millcreek Yard and the north-south mainline, we stopped in the Southern's Gest Street Yard, which was quiet in early afternoon. A northbound train had just come in, and its two SD-45's and one SD-24 were heading south for the Ludlow servicing area. Southern has MP-15DC, SW-7, NW-2, SW-1500's, and Geeps in Gest Street, with normally six-axle power on the road out of Cincinnati.

My friend Mark wanted to see Detroit, Toledo & Ironton power for sure, which is easy, as it lays over in Ludlow after bringing in a morning train for Southern. We found a GP-38 and a GP-40. On Oct. 15 DT&I began using a new route into Cincinnati, 28 miles shorter than the old one, to cut scheduled running time by two hours. Under the USRA Final System Plan, DT&I was given trackage rights to my home city over two routes. It had been using a line via South Charleston, Ohio. The new route is via Maitland, Ohio. The road spent $225,000 on the New Maitland connection and crew facilities there. DT&I is one of the few remaining independent and profitable railroads.

Lehigh Valley 504 in snowstorm at Swartwood, N.Y., January 11, 1976.

Photograph by Thomas Trencansky

DECOURSEY and the L&N was next on our rainy Saturday safari, this being the biggest yard we saw that day. It offers great possibilities for power from Conrail, Chessie, N&W, DT&I, and Family Lines members—plus, of course, L&N and whatever they might have on lease. Also, new and used power moving north-south usually ends up in DeCoursey. Ortner Freight Car plant, just north in Covington, is the reason for four to six tracks of derelict cars waiting for scrap or rebuild. Most of them this day were MoPac offset-side hoppers.

One strange relic on the deadline, an old passenger coach, had an end fitted out like a locomotive cab, complete with airhorn and safety striping. At first we thought we'd found a long-lost gas-electric, but it turned out to be RWCX 200, a weed-sprayer car made out of an obsolete coach. Ortner also ships its new and rebuilt cars over L&N, and a long string of reconditioned hoppers for South Eastern Coal stood in the southbound yard.

Other interesting cars included a new Corinth & Counce RR. Box, a New Hope & Ivyland box, and a Kentucky Utilities bathtub gon that L&N had wrecked. Power was not usual this time, although Alco C-630 No. 1432 was heading up a coal drag. No other Alco power was evident; yardwork being in the hands of U-25B's and U-25C'S. One Seaboard Coast Line unit was helping shove the southbound hump. She was an SD-40, teamed up with an L&N U-25C.

LAST ON THE LIST was Norfolk & Western's Clare Yard, hidden under the bluff in the swank neighborhood of Mariemont, east of town. N&W crosses the old Pennsy here, but since Conrail, the line hasn't been used. The crossover is just a few car-lengths off the yard lead, and N&W must foul the PRR main while making up trains. This old pain-in-the-tail situation is no more, however, much to N&W's relief. N&W now runs its own crews into L&N's DCoursey and Southern's Gest Street yards, via the old PRR main. N&W sends whatever is ready at Portsmouth into Cincinnati, as it comes right back, so there is no telling what you might find at Clare.

That rainy Saturday afternoon we saw GP-9's and GP-40's. This might

UP 6900, first EMD DDA-40X Centennial unit, at Cheyenne, Wyo., in '69.
Union Pacific Railroad

change with N&W starting operation of the old PRR Richmond branch. We watched two GP-9's move a cut from the Southern into the yard; nothing else was doing. It was late and getting darker. Stopping back by Sharon Yard on the way home, we found the best surprise of the day—two brand new Family Lines SD-40-2's in the new paint!

All day, Mark had looked in vain for F units with no letup, and wouldn't you know that the very next afternoon, I checked Sharon and learned that two FP-7's were in from Collinwood. We did have a very successful, if wet, Saturday of railfanning.

NEWS IN OTHER AREAS is heavy. First, concerning those boxcars with the "Railtown" herald, according to Tom Savio, Box 3550, Pasadena, Calif. 91103, that is Sierra Railroad's new herald, advertising their tourist runs. Reporting marks on these cars should be "SERA." Another new car spotted at Springdale,Ohio, on the B&O was a yellow box from New Orleans Public Belt.

PETE OLDHAM, P.O. Box 7, Sulphur, Ky. 40070 (I'd like to know the reason for that town's name), also has spotted L&N's new SD-40-2's. He says engineers on the L&N's line, which runs through Sulphur, describe them as "Cadillacs." He wonders if the new units will wind up on parent SCL, but I doubt it. SCL will get new locos in the same paint scheme but sublettered SCL.

John E. Harcastle, 617 E. Main St., Hoopeston, Ill., who has been seeing the new L&N's reports some difficulties with them. Two units had bad electrical relays and two others suffered brake failure, forcing the train's engineer to run to a trailing unit to get stopped. New Union Pacific B-33-7's (U-33B's) moved south on the MoPac some time ago. Norfolk & Western has been visited by Delaware & Hudson units as far west as Hoopeston.

John sends me an inexplicable note: a MoPac train Order (581, stated that Missouri Pacific GP-7u No. 1776 (rebuilt GP-7, ex Chicago & Eastern Illinois 84), one of the Mop's Bicentennial paints, was set out at Pittwood, Ill., with a hotbox. She is reported back in blue paint, but here is the puzzling thing John reports: "MoPac let souvenir hunters take it apart, losing number boards, doors, etc." I can't see any railroad company conding such activity, although John says the 1776 was enroute to the scrapper. Both 1776 and GP-18u No. 1976 pulled the Freedom Train in MoPac territory.

EVER SEEN the Railroad Hall of Fame? At the risk of plugging Ramada Inn, which isn't intended, the Hall is located in the Ramada at Schenectady, N.Y. It's sponsored jointly by Ramada, the Mohawk & Hudson Chapter of NRHS, and the Schenectady County Historical Society. The Inn is located on what used to be part of the American Locomotive Co. (Alco Products) area. The Hall is 120 feet of pictures, models, memorabilia, etc., depicting Alco motive power, both steam and diesel, and railroading in general in New York State. Also on exhibition are paintings and replicas of every basic model of Alco diesel produced, and maps, clocks, station benches, etc. The Hall is intended as a continuing museum, and exhibits will be changed. Sounds like a "don't-miss" spot if you get to the Schenectady area.

THE BOSTON VICINITY has come alive with the presence of Delaware & Hudson Alco PA's on the MBTA commuters. No. 18 was spotted by Robert Heglund, 5 Lower Jones Rd., Hopedale, Mass. 01747, westbound to Framingham as she passed the bus he was riding (trains don't make Hopedale, so he had to take a bus).

Norton D. Clark, 21 Endicott St., Newton Highlands, Mass., sent in a clipping from the *Boston Globe* for last Oct. 5 which is surprisingly detailed and accurate. The locos are correctly identified as ex-ATSF passenger engines of 1948, rebuilt by Morrison-Knudsen of Boise, Idaho, and unofficially classed "PA," although Alco never used this model. The engines are limited to the Boston-Framingham run, being too heavy for other roadbed. This is the ex-Boston & Albany route, not New Haven as I once sugested. The PA's are leased from D&H at $150 per day, thus they retain their D&H paint schemes. The Boston & Maine, which leases engines to MBTA, is power-short, and older Conrail units are in too poor condition to be depended on. MBTA plans to rebuild 17 GP-9's and have five new F-40's on order, which in time will displace the PA's—but for now, enjoy the pretty engines, Boston railfans!

GEORGE ARNOTT, 480 Broadway St., Middleport, Ohio 45760, is especially interested in cranes and special service equipment, and wants to hear from anyone with similar interests. He also wants more information on the old PRR tender which our Oct. issue mentioned as being found in the Cape Charles, Va., yard of the Virginia & Maryland.

George's area doesn't see much rail activity, although there are branch lines. A C&O branch from Logan to Pomeroy operates a local tri-weekly with a GP-38 or other Chessie System EMD B-B power. Conrail's line between Columbus, Ohio, and Charleston, W. Va. (which used to interchange lots of coal with Virginian at Dickinson, W. Va.), has about six trains a day, loads north and empties south. Power is normally GP-38's, U-23B's, and GP-9's.

Almost all of the foreign and take-over power mentioned system-wide has been seen on this rather obscure line, mostly on B-B trucks. Some PNC, M-K, BAR, CN, SP, SR, and C&NW leasers have been seen, along with EL, RDG, and LV units. A B&O line across the Ohio river connects Huntington, W. Va., and Parkersburg with a freight a day plus a local from Point Pleasant to Graham Station. Almost any current Chessie System power is used, including Western Maryland F units.

TWO MORE Alco RS-1's are added by Robert L. Elliott, Jr, Rte. 1, Box 59 E, Pittsboro, Ind. 46167, to the Virginia

& Maryland roster we published in October. South Carolina Public Utilities No. 1w (Southern Ry. numbers), ex-Tennessee RR. No. 1w, built as Atlanta & St Andrews Bay 905 in 4/43, is in service, and Soo Line 351, built 12/54, was in the roundhouse, status unknown. Bob's son, Tim, is a Navy engineman stationed at Little Creek, Va., right beside the V&M enginehouse there.

Bob tells us that Indiana has a new shortline, the Erie Western, which took over operation of the old Erie Lackawana main from Decatur, Ind., to Hammond, about 150 miles on Sept. 24, 1977. The new road employs 37 people. It will run under 90 percent Federal subsidy, although the state has said it will not pay the 10 percent it had paid Conrail. The EW is expected to run three of those Long Island C-420's. Bob does not know what the Indiana Ry. Museum can do with the Ocean City Western 2-6-0 it bought. It has no operating trackage left and its plan to move to French Lick, Ind., has fallen through.

Not many fans nation-wide know of the heavy mining activity in southern Indiana and the wealth of old vintage locomotives used there. Bob has a brief run-down: Yankeetown Dock Corp. at Yankeetown, Ind., which is owned by AMAX and Peabody Coal, is repainting its locos in a white body and Chinese red frame and accents scheme. It has three F-M H-12-44's, numbered 1, 2, and 3, with 1 and 2 in old paint at latest available report and 3 undergoing new paint. EMD SD-38-2's Nos. 20 and 21 have been repainted from Bicentennial 1776 and 1976. Yankeetown has another new loco on order, possibly a SD-38-2.

Chandler, Ind., has Squaw Creek Mine, owned by Alcoa and Peabody and using two ex-ATSF Alco DL-600 B "Alligators" rebuilt by Precision. No 9842 is lemon yellow with no lettering but a lump of coal "Power for Progress" nose logo. No. 9843 is in buff, green, and maroon, like a new Bucyrus-Erie power shovel. She has script lettering and Squaw Head logo. Locos run doubleheaded from mine to Alcoa smelter power plant.

Lynnville, Ind., is the site of a massive Peabody Coal Co mine. Locos there include: 230, Also RS-3, ex-GN 230, built 6/53, undergoing overhaul, and No. 213 (or 413, could not tell), an RS-3 new to this location. EMC SW-1 (600 hp) named *Tinker Belle* switches the tipple: No. 343, Baldwin AS-16, built 6/54. She was U.S. Pipe & Foundry No. 43, ex-MoPac 936, built as StLB&M (MoPac) 4327. She was deadlined with a scored crankshaft, and cannibalization had started, but new orders are to leave her alone as she will be rebuilt. No. 001, an F-M H-16-66, was ordered new 1/58 as Squaw Creek Coal #721001. She blew an engine 7/75 on the Squaw Creek job, reportedly due to a mechanic starting her without coolant, but went back to service.

ACCORDING TO Jim Nemeth, 1144 Moravia St., Bethlehem, Pa. 18015, ex-Reading FP-7's numbered 902 and 903 are now owned by the Southeastern Philadelphia Transportation Authority (SEPTA) and are still in RDG colors with diamond logo, but lettered "SEPTA Owner" in white on their sides. They are being used on passenger runs over Conrail between Philadelphia and Harrisburg, Pa.

The service from Philadelphia to Bethlehem was using Budd RDC's, but here's a problem you may not believe: the rust on this lightly-used line prevented good contact under the lightweight Budds, and some crossing gates and signals were not being activated. Conrail solved this partially by running the FP-7's and five old Reading coaches one trip per day. Budds make the remaining runs. Seems like one good trip with a rail-grinder would solve the problem more quickly.

MIKE GUSS, 1424 First St., Brookings, S.D. 57006, found a typo in our Feb. 77 issue which said Union Pacific U-50C's had two 4-axle trucks—actually, they have two 3-axle trucks, making them C-C locos. Mike was in Council Bluffs a while ago and saw 24 U-50C's stored there, out of service for some time. UP power seen operating there and around North Platte include SD-24's, GP-7/9's, DD-35-B's, U-30-C's, and SD-40-2's, also GP-35's and DDA-40X Contennials. Reportedly, Chicago & North Western has EMD SW-1's for sale. They're good, light, industrial or tourist line engines.

BIGGEST NEWS on CP Rail is retirement of all the ALCO FA's and FB's as of last Sept 15. All 31 remaining units are intact but dead at St. Luc Shops in Montreal.

At SCRANTON, Pa., two Conrail locos and 23 cars went rolling at breakneck speed for 20 miles with nobody aboard and no lights lit. It derailed in a good spot, near Saba's junkyard in Edwardsville, Pa. Conrail'a Officials blamed "vandals." And at South Bethlehem, Pa., a manned Conrail freight didn't move at all, blocking all 11 crossings along 3rd Street for a half-hour. A CR Yardmaster admitted responsibility for the delay and police fined him. In April, CR drew a $126 fine for the blocking the same crossing for an hour. This time, the cause was listed as no sand in the locomotive, which could not get the 108 cars rolling.

Conrail's power picture, according to regular reports from Jerry Rosenfeld, Al Shade, Carl Timko, Ed Long, and Jim Chekouras, seems to have stabilized to such an extend that "foreign" power is a bit rare. Slowly but surely, the blue paint is taking over from the black.

CARL TIMKO says Bessemer & Lake Erie has acquired some of Duluth, Missabe & Iron Range's SD-9's (both roads are owned by U.S. Steel), but crew members report that the units are "nothing to write home about."

CORRESPONDENCE concerning Pete Carr's inquiry about the Lakeside & Marblehead in northern Ohio has placed the disposal of the L&M's old McKeen gas-mechanical car between 1960 and 1963. It was seen in a field beside a diner off Ohio Rte. 2 in 1960, and was gone by 1963, being scrapped at Meir Bros. junk yard in Sandusky, Ohio. That firm has been fone for 10 or 12 years. George Danchisen, Box 246, Marblehead, Ohio 43440, says the quarry still ships two million tons a year, primarily by barge and truck. Standard Slag Corp, took over the L&M, using the latter's EMD SW-8, No. 51. No rail shipments of stone have been made since last December, when Conrail was getting seven cars a day of ballast.

BILL PLACK of Pittsburgh reports seeing a Union Railroad loco freshly painted in all white (very impractical for steel mill service, it seems). Also one of the Cambria & Indiana's Bicentennial hopper cars, and Westinghouse Electric Bicen. No. 76. (Is this the Plymouth MDT or the SW-900M, Bill?). Westinghouse won't let photo be taken.

ACCORDING to James Ewen, 2604-M Lynhaven Ave., Richmond, Va. 23234, the Chessie Steam Special

(Reading 4-8-4 2101) has been having a few troubles in his area. The 2101's lubricator went down 67 miles west of Richmond on Sept. 17 and was towed under steam to Hagerstown, Md. (WM roundhouse). Trips remaining in the Richmond areas were run with diesels. A welcome surprise was the appearance of Western Maryland F-7's numbered 7174 and 7156.

JOHN MIROZEK, 1140 Locust Ave., Washington, Pa. 15301, notes that Chessie System will serve the new Volkswagen plant in New Stanton, Pa. Participating in the dedication was Western Maryland (ex-C&O) GP-9 No. 5955 in Chessie colors.

GENE PRICE of Clinchfield RR. Public Relations, Erwin, Tenn. 37650, sent me a copy of a new Clinchfield roster, complete with dispositions, updated to 10/10/77. Biggest change is the trading of U-36C's numbered 3600-3600 to Seaboard Coast Line for seven SD-45's, now Clinchfield 3625-3631. Four F's are alive on that road: 200 (FP-7A) and 800 and 802 (both F-7A); also 805 (F-9A). Rare bird NW-3 No. 361 is still listed as stored at Erwin.

Trouble With Teenagers

AN UNIDENTIFIED BOY sitting on Union Pacific tracks just east of Portland, Ore., forced a freight engineer to "dynamite" the trakes, derailing 15 cars and tearing up a section of tracks, which caused several thousand dollars damage. The boy, about 15 or 16, was unhurt. He walked away without an explanation. Railroad police are seeking him. Dynamiting the brakes, as railroaders know, is making a sudden and full release of air from the brake system, causing the brake-shoes to snap onto the wheels. In this case, the engine stopped about 100 feet from the boy.

Conrail is having problems with kids in Cleveland, reports Al Shade. On 9/26, train NY-4 was stopped by youngsters who turned an angle cock and were breaking into a boxcar. The CR police force went tearing through Collinwood Yard in Hi-Railer HC 4000 in an effort to catch them. Another teenager, while breaking into a car of candy in what is called "Plunder Alley," was shot in the leg by a Conrail policeman. Kids throwing rocks or shooting had knocked out the signal lights on the CR-B&O crossing at Parma that day, also.

On Dec. 11, 1976, near Sikeston, Mo., reports the *Locomotive Engineer*, a St. Louis-San Francisco work train struck and killed one of two teenagers who were walking along the railroad. On Apr. 2, 1977, near Neelyville, Mo., another Frisco work train struck and killed one of two young motorbike riders. The investigations revealed that, in both accidents, the locomotives were moving backwards at about 50 mph. Frisco locomotives are equipped with five-chime whistles with all five chimes facing forward.

The teenager who survived the Dec. 11 accident testified that he did not hear the whistle before becoming alarmed when he saw the reflection of a headlight shining on the rail. He turned around, saw the train closely approaching, and then heard the whistle. The engineer of the train testified that he was sounding the whistle from the moment he saw the boys, a distance of about one-quarter of a mine.

This accident occurred on straight, level track in a rural farm area. There was little or no background noise to mask the sound of the whistle. The weather was cold and somewhat foggy with visibility limited to approximately one-half mine.

In the Apr. 2 accident, the two boys were riding a motorbike between the main track and a siding. The boy who surved the accident testified that they did not hear the whistle at all. The engineer said he'd been blowing it continuously

The Frisco originally had some of the chimes of its whistles facing to the rear for the purpose of recalling the flagman. In the early 1960's, when the need for flag protection was eliminated, the carrier remounted the whistle, with all five chimes facing forward, to provide a louder warning. When mounted in this manner, however, effectiveness of the whistle is greatly reduced when the engine is moving forward.

So the National Transportation Safety Board has requested the Federal Railroad Administration to set up minimum audible warning requirements for whistles to provide sufficient warning commensurate with the locomotive's operating speed and direction of travel.

Amtrak Modifications

AMTRAK's BOARD of directors has approved a $12.5 million order to modify 32 more of its locos into 4-axle units.

This expands their program to convert SDP-40F's, each weighing 396,000 lbs. and having 6 axles, into units similar to Amtrak's F-40PH's, which are 16 feet shorter and weigh only 262,000 lbs. Each loco will be equipped with head-end power units to provide electricity for heating, air-conditioning, and lighting for a new fleet of Superliner and Amfleet trains.

EMD will make the modifications at LaGrange, Ill., which is already converting 40 Amtrak units in a similar program. The modifications include new frames, tracks, fuel tanks, and car bodies. All engines, alternators, traction motors, airbrake equipment, dynamic brakes, cab signals, and crew equipment of the existing units will be renovated and installed on the new frames and car bodies.

The locos also are due for a heavy (500,000-mile) overhaul. This program will begin in the spring and should be finished by early summer.

The board also ordered eight high-speed, lightweight, electric locos costing $22 million. Amtrak's total program calls for buying 30 lightweight electrics, $77.8 million. Funding for a capital program of this size is not available in Fiscal Year 1978. So Amtrak proposes that $22 million of Fiscal Year 1978 funds be set aside now to buy the 8 units, including escalation.

Funding for the other 22 units, including escalation, spare parts, and contingencies, will require $55.8 million and will be requested in Fiscal Year 1979. These locos will weight about 201,000 lbs. each and be able to operate with three different power supply systems. They will have a top speed of 130 mph, and with Amfleet cars will be capable of meeting the Congressionally-mandated 1981 trip times of 160 minutes between New York and Washington and 400 minutes between N.Y. and Boston, each with five intermediate stops.

The venerable GG-1's, which have been used for 40 years, cannot be converted economically to the 25,000-volt, 60-hertz-power frequency needed in the upgraded Northeast Corridor.

Mightiest Single Units

THE MOST POWERFUL single-unit diesel locomotives ever built are Union Pacific's unique DDA-40X's. These monsters, 98 feet, 5 inches, over couplers, get 6600 horsepower from two 16-cylindered 645-E3A engines. Each unit weights 540,000 lbs

and carries 8280 gallons of fuel. A 6900 is 17¼ ft. high. When tested with a dynamometer car, it actually put out 7100 hp, although nominal rating for traction was pegged at 6600.

The units carry modified traction motors, Model DD77X3, and are geared for 80 mph maximum. The 6900's ride on two 4-axle trucks, making them a D-D wheel arrangement. Modular electrical controls, new in 1969 with these units, are now standard on EMD's Dash-2 line. UP 6900-6946 are the only such units. These were built on a special UP order, with the GE U-50C's, being the last twin-engined models ordered by the road. UP named DDA-40X the Centennial Model in honors of the 1969 celebration of 100 years since the Golden Spike Ceremony.

Besides being largest locomotive you'll see today, the Centennials are strikingly different. They are a pleasing combination of the cowl-type cab with the hood-unit carbody. The EMD-style wide cab, with its brutish bulldog look, became famous later on Amtrak's SDP-40's. Behind the cab, the unit is simply a longer DD-35A. The massive belly fuel tank and a strange-looking triangular shield affair along the walkway at the rear of the unit are other unique featurs. UP is still operating the Centennials, but not the GE twin-engined U-50's. Only on the wide-open range divisions, in the same service as the UP "monsters" of the past, from the Big Boys through gas turbines. They are unmistakable, and very likely the last of the truly giant diesel locos.

CONTINUE sending diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240. Thank you. ●

After a winter-long sleep in deep snow Union Pacific Yellowstone branch rotary Lima Hamilton 075 plows out the line above Big Springs, Ida., on March 20, 1956. March is annual time for plowing.

Photograph by Henry R. Griffiths

STEVE MAGUIRE'S

TRANSIT TOPICS

A GRANT of $34,955,712 to the Chicago Transit Authority was made by the U.S. Transportation Department's Urban Mass Transportation Administration.

"CTA will put this sum toward buying 300 rapid transit cars," Richard S. Page, UMTA administrator, said. "It is part of a five-year CTA program of $130,000,000 in Federal aid to modernize the fleet. CTA will ask for bids on 300 cars to attract many bidders and keep the unit cost of each car at its lowest."

Since 1971 UMTA has invested $326.6 million in the CTA's physical plant. Most of that money went toward rehabilitating its rapid transit system. CTA operates 1094 rapid transit cars. The new grant helps to pay for 300 new cars to be delivered over the next several years and be in service by 1980. Ultimately, CTA anticipates Federal funds for replacing all of its older cars built in the late 1940s with parts from PCC's then being abandoned. These are now in use on the Howard, Englewood, and Jackson Park, Ravenswood, Evanston, Congress, Douglas and Jefferson Park lines.

Elsewhere in the Chicago area, the Park Forest South extension of Illinois Central Gulf was completed last October and first regular service over the two-mile stretch from Richton began on November 20th.

ANOTHER MAJOR UMTA grant, $108,136,000, will help to design and build a 13.7-mile segment of Atlanta's rail rapid transit system. This grant completes the first "full funding" commitment made by UMTA which has since become a prototype for all major urban mass tranportation investments. The "full funding" concept provides an upper-limit Federal commitment on design and construction of fixed guideway transit systems and other transit projects requiring a major Federal investment.

Still another UMTA grant, $111,469,644, will help to extend Boston's Red Line rapid transit system another six miles, to modernize power systems, and overhaul light rail cars. The money went to the Massachusetts Bay Transportation Authority to improve service for thousands of metropolitan Boston commuters.

A large part of the Federal aid is to extend rapid transit service northwest from Harvard Square to Alewife, in the North Boston area, and to extend the South Shore Red Line into the Quincy-Braintree-Weymouth corridor.

CTA maintenance crew installed rubber padding in the Skokie Swift 'L' grade crossing on Main Street in Skokie, Illinois, last summer. Chicago Transit Authority

U.S. Transportation Secretary Brock Adams commended local officials for electing to transfer funds originally designated for an interstate highway project and applying them to mass transit improvements. This represents an energy-saving decision and reflects the kind of planning that could well serve as a national model.

New York City's subway, commuter rail, and bus transportation will benefit from UMTA grants totaling $279,681,921. More than half of this sum is earmarked for replacing and rejuvenating power, track, signal, and communication components, which are vital to about six million daily riders. The rest provides for noise control, station modernization, system extensions, and new buses.

Secretary Adams commended local officials on the transfer of $28 million from Federal Air Urban Systems funds to help modernize mass transit.

"The UMTA grants," he declared, "will serve to dispel the mistaken notion that the Carter Administration is biased against rail mass transit."

Two UMTA grants totaling $21,559,796 will assist both rail and bus operations of the San Francisco Municipal Railway. In 1976 Muni carried about 120 million passengers with a fleet of 115 streetcars, 345 trolley buses, 501 other buses, and 39 cable cars. The grants will help to pay for the new rails on the N, L, J, and K lines, repair Twin Peaks Tunnel, etc., including five new advanced-design buses equipped with wheelchair lifts.

BALTIMORE, Md., has just received a $100 million grant for design and construction of the city's new rapid transit system. UMTA previously awarded $250 million to build an 8-mile rail line between Charles Center Station in downtown Baltimore and Reisterstown Plaza Station near the city-county line in the northwest. Each station will have an elevator "for complete accessibility by elderly and handicapped persons," being the first transit system in the country to provide such service.

The latest grant is primarily for building the Mondawmin Portal, Laurens Street line and station structure, Cold Spring Lane line, and the Rogers/Reisterstown Plaza line. Other items budgeted include funds to permit final design to continue through March, relocation of Western Maryland tracks, traction power procurement and other construction related costs.

A disturbing report comes from W. Bernard Randolph, P.O. Box 2754, Baltimore, Md. 21225. "There is very little interest in the subway plan here," he writes. "The route of the initial line has very poor traffic potential if you

This 1971 scene of the City Hall loop in downtown Toronto is entirely gone, the buildings have been razed, and Dundas cars rerouted across the city center. Canadian-built PCC, ready to swing on loop, has been moved by TTC to other streetcar areas within city.

Fred Matthews, 79 Marlborough Ave., Toronto, Ont. Canada M541X5.

The second prototype light rail vehicle being developed by the Urban Transportation Development Corp. for the Toronto Transit Commission is undergoing performance tests on the Orbe-Chavornay Ry. in Switzerland. Swiss Industrial Company has contract for six prototypes.

consider human nature rather than census figures. It runs from a high-class residential area whose residents would be the last to leave their autos, has a stop at the area's most crime-ridden shopping area, and terminates at the state office building complex and downtown shopping area.

"It does not serve any factory section or residential area where you find secretaries, clerks, junior executives, and others likely to patronize the line. Right now, construction is embroiled over things like minority subcontracting and racial issues. Politically, the issue splits our city government. Our mayor strongly supports the project, while City Council President Walter Orlinsky opposes it."

SACRAMENTO, Calif., has a new restaurant called "J Street Trolley" at 38th and J streets, co-owned by Fritz Shaad and Brian Fletcher. It is a renovated streetcar which carried passengers on the J Street line years ago. Using trolleys for other purposes is much better than sending them to the junk pile.

DAVID PAGE, a Pittsburgh-based management consultant, has been trying for years to get an autonomous regional authority not only for Pittsburgh and Allegheny County but also for Southwestern Pennsylvania, including Greensburg, Beaver, Washington, and Butler. He hopes to get an independent body charged with full responsibility for transit and the power to tax and to condemn property for its needs.

Page points out that "the Allegheny County Port Authority and Penn DOT are virtually bankrupt, that our bridges are falling down, that our highways are falling apart, and that our transit system is losing $35 million a year."

He proposes a $50,000 three-month study of the idea. And he suggests that whatever final concept is developed, it be put to a public referendum in all the counties involved.

"Virtually every other comparable metropolitan area in the U.S. has some form of regional transportation administration," he adds. "And what does the six-county Southwestern Pennsylvania area have? It has an accumulated long-term debt of well over $1 billion, and deferred maintenance and construction of up to $3 billion in mass transportation, bridges, and highways."

Key to the concept is Page's belief that one independent governmental agency should handle all of the area's bridge, road, airport and transit needs.

IN HIS OPENING remarks as chairman of the Committee on Light Rail Transit at the recent National Conference held in Boston, Charles F. Taylor said: "Light rail transit has grown considerably in stature since those days when it was labeled by the Westinghouse director of transportation as 'refurbishing ideas of the past.' Just how far it has come is seen in three facts:

"First, LRT systems in four United

Probably about World War I era, cars of the Boise & Interurban Ry., Boise Valley Ry., and Boise R.R. Co. combine to handle crowds attending the Idaho State Fair held just west of Boise.

Henry R. Griffiths, 821 Houston Road, Boise, Idaho 83704

States cities—Boston, Cleveland, San Francisco, and Pittsburgh—are being modernized, while a totally new system is in the design state in Buffalo. Second, we see in our neighbor to the north two completely new systems—for Edmonton and Calgary—in the construction and design stages. Third, and perhaps the most eloquent evidence of how far we have travelled, is that recent phenomenon in Cleveland where an unprecedented ten world-wide manufacturers completed for new LRT rolling stock. In short, light rail transit has progressed a long way from those corridors of obscurity in the 1960's."

BAY AREA RAPID TRANSIT began Saturday service last November 19th. Full Sunday operation is projected for next July. Meanwhile service to Daly City-Richmond is due to begin in March.

PULLMAN STANDARD has filed a Federal court suit to block the Cleveland area Regional Transit Authority from contracting with an Italian firm for the construction of 48 rapid transit cars. The U.S. carbuilder seeks an injunction to prevent DOT from awarding 80% of the $30 million contract for the car purchases.

A wild ride occurred on the Shaker Heights Division of Cleveland's RTA near the site of a recent head-on collision on the big city's East Side when a trolley car rolled out of control at high speed for a distance of two miles, reports Al Kleinsmith of Cleveland. The car had been switched to the westbound track, accelerated downhill, then slowed down when the eastbound rails. In the switching the trolley pole became entangled in the overhead wires. This cut off power to the car and automatically put it on battery power.

Arlene Butler, a spokesman for the Transit Authority, said repairmen trying to untangle the wires had asked the motorman to switch off the battery. That was when the car began to roll backward. Without power, the brakes could not be applied. Although rolling backward, the car moved west on the westbound track. I accelerated downhill, then slowed down when the grade changed just beofre east 49t street. The motorman and the repairman tried frantically to switch battery power back on during the wild ride. Shortly before the car came to a stop, bells sounded, indicating the car was on battery power.

Electric Car Builders

MANUFACTURERS of electric street railway and interurban cars in U.S. and Canada, most of them now out of business, are listed incompletely by Raymond F. Nichols, 1224-A Fifth St., Los Osos, Calif. 93402.

American Car Co., St. Louis, Mo., 1891-1931.
Barney & Smith Co., Dayton, Ohio, 1849-1923.
J.G. Brill Co., Philadelphia, Pa., 1868-1941.
Cincinnati (Ohio) Car Co., 1853-1931.
Jewett Car Co., Newark, Ohio, 1894-1918.
G.C. Kuhlman Car Co., Cleveland, Ohio, 1892-1932.
McGuire-Cummings Mfg. Co., Chicago, 1888-1930.
Niles Car Co., Niles, Ohio, 1901-1917.
St. Louis Car Co., St. Louis, Mo., founded in 1887 and still producing electric railway equipment. In 1962, according to Mr. Nichols, it was America's only company building street and interurban cars. No dates for the following are available.
Briggs Carriage Co., Amesbury, Mass.
Laconia (N.H.) Car Co.
Laclede Car Co., St. Louis, Mo.

Brownell Car Co., St. Louis, Mo.
Holman Car Co., San Francisco, Calif.
Woeber Carriage Co., Denver, Colo.
Perley A. Thomas Co. (Southern Car Co.), High Point, N.C.
Pullman Co., Standard Steel Car Co. and Osgood Bradley Co.
American Car & Foundry, Pittsburgh, Pa.
Hawker-Siddeley, Fort William, Ont., Canada.
Jackson & Sharp, Wilmington, Del.
Ottawa Car Mfg. Co., Ottawa, Ont., Canada.
Preston Car & Coach Co., Preston, Ont., Canada.

New Transit Publications

Hill City Trolleys (Street Railways of Lynchburg, Va.), by Harold E. Cox, 96 pages 8½x11", soft cover. Price is $6.50 from the author at 80 Virgnia Ter., Forty Fort, Pa. 18704.

We rarely find stories of traction lines in the South and we often wonder why that region has relatively few electric railway fans. This book was written by a man born and raised in Lynchburg, Va., which he left more than 30 years ago, he says, "for the frozen North." He is now a professor in a Pennsylvania college.

Using newspaper sources from 1880 to 1941 and the memories of oldtimers once involved in the Lynchburg trolley ststem, Cox has produced a lively account of horsecar and trolley days in his native city. Included are a complete roster of equipment, maps, and photos, most of them dating from the line's last few years when a few fans managed to take such shots. The book's eye-catching cover is a color view of Lynchburg's 4-wheeled open car No. 34 as she now appears at the Branford trolley museum in Connecticut. Sold to Wildwood, N.J., in 1929, she was one of several such vehicles used there until 1945, the last single-truck open cars used in the U.S.

Hyde Park Division and Dedham-Norwood-East Walpole Line, by Roger Borrup and Carl L. Smith, 84 pages, 8½x11", hard covers. Price $7.50 from Roger Borrup, P.O. Box 232, Warehouse Point, Conn. 06088.

This volume covers suburban routes of the Bay State Street Railway and the Eastern Massachusetts Street Railway in the general area southeast of Boston through such towns as Needham, Hyde Park, Dedham, Norwood, and East Walpole. Using newspaper stories and contemporary photos, it gives you the highlights of these routes from beginning to the last years when Birneys became the forerunner of bus conversion. There are three maps, each one fragmentary. Unless you are familiar with the area you may find it hard to follow them. Numerous photos appear, also a Hyde Park Division roster of 1900.

Union Traction of Santa Cruz (Calif.) is a 15-page photo-story featured in last July's issue of *The Western Railroader,* P.O. Box 668, San Mateo, Calif. 94401. Many fine old photos of this line that quit as early as 1926 are shown. *The Western Railroader* offers a subscription of 12 issues for $3.

The Fox & Illinois Union Ry. Co., 18 pages, 8½x11", with photos, maps, and roster, is published by—and sent to—members of the Chicago, Aurora & Elgin R.R. Company Historical Society, 836 5th Street, Aurora, Ill. 60505. Price to others is $3.

This line is remarkable in having been built more to haul freight than passengers in a 20-mile farming area between Morris and Yorkville, Illinois. During its electric years it had two passenger cars and one freight motor. These lasted from 1913 until 1933, when passenger service ended and the freight motor was converted to gasoline. The line functioned until it was sold in 1935 to a Colorado company. In its last years it even used a steam engine to pull freight. This booklet tells us much more than we ever knew about a long-gone and almost forgotten traction line. It's a good presentation.

WANTED by O.E. Carson, 15 Charles Plaza, Apt. 810, Baltimore, Md. 21201, photos of small Georgia trolley lines of yesteryear for a book he is preparing on all street railway companies that ever operated in that state. Here is a list of all such lines compiled by Gene Carson:

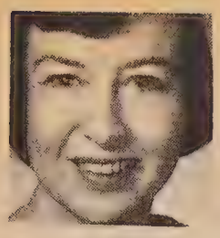
Albany: **steam dummy, then electric streetcar, closed 1920.**
Americus: **early electric, in 1890, closed by 1893.**
Athens: **mule/horse car, then electric streetcar, closed 1930.**
Atlanta: **mule/horse cars, steam dummy, electric streetcars, and trackless trolley.**

East Troy Trolley Museum ex-North Shore 757. See *Coming Events* for big Jan. show. East Troy Trolley Museum

Augusta: **mule/horse car, then electric streetcar, closed 1937.**
Brunswick: **mule car, then electric streetcar, closed 1924.**
Clarkesville: **gasoline cars, opened 1910, closed 1918.**
Columbus: **mule/horse car, steam dummy, electric streetcar, closed 1934.**
Covington: **mule cars, opened 1888, closed 1918.**
Cumberland Island: **mule cars, closed 1914.**
Fairburn: **gasoline cars, closed 1925.**
Gainesville: **mule cars, then electric streetcars, closed April 4, 1925.**
Griffin: **mule cars.**
Jackson-Flovilla: **steam dummy, closed 1916.**
Macon: **mule/horsecars, steam dummy, electric streetcar, closed 1934.**
Milledgeville: **mule/horse car, steam dummy, battery car.**
Rome: **mule/horse cars, steam dummy, electric streetcars, closed 1931.**
Rossville **(from Chattanooga); electric streetcar.**
St. Simons RR.: **gasoline cars, closed 1918.**
Salt Lick **(Austell-Lithia Springs): steam dummy.**
Savannah: **mule/horse cars, steam dummy, electric streetcar, closed 1946.**
Tallapoose: **mule/horse car, steam dummy.**
Valdosta: **electric streetcar, closed 1924.**
Washington: **mule car.**
Waycross: **electric streetcar, closed 1917.**
West Point **used battery cars but on a strictly steam railroad to cut costs over conventional train with full crew.**

CONTINUE sending transit news to Steve Maguire, P.O. Box 51, Belmar, New Jersey 07719. Thank you. ●

Pittsburgh decorator car for river-incline-PCC tours at South Hills Jct.
Photograph by Jim Cerny, Pittsburgh, Pa.



INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1. Does the Carter Administration look favorably on intercity rail-passenger service?

Secretary of Transportation Brock Adams recently gave an affirmative viewpoint on selective routes and in high-density travel corridors such as the route between Boston and Washington. He said DOT is putting a lot of money into upgrading that corridor to cut travel time between New York and Washington to about two hours and 40 minutes, and between New York and Boston to about three hours and 40 minutes. He said no more airports are being built in this area, the highways are badly congested, traffic keeps getting heavier, and improvement of the Boston-Washington rail link is essential.

Elsewhere, DOT wants to keep at least minimum service for the elderly, those traveling with small children, and people who don't drive on the long, cross-country routes. The Government won't spend as much on the latter service as it does on the Northeast Corridor. "We won't insist every train be kept on," he declared, "but we want to maintain a national system."

2. Did the Pennsy ever buy any Great Northern electric locomotives?

Yes. GN sold Nos. 5010 and 5012-5017, class Y-1, to the PRR, where they became class FF-2, Nos. 1-7. All seven boxcab units were Alco-GE products. The eldest, 5010, was built in 1927, Nos. 5012, 5013 one year later, and Nos. 5014-5017 in 1930.

3. On which railroad did Thomas A. Edison get his first job?

The Chicago, Detroit & Canada, Grand Junction Ry., in 1859. Edison was only 12 years old when he hired out as a newsboy and candy butcher on that road. One day while trying a chemical experiment in the baggage car Tom accidentally set it afire, for which the conductor boxed his ears so sharply that the future inventor became deaf for the rest of his life. The CD&CGJ had been incorporated in 1858 and was building southward toward Port Huron. It was opened for traffic to Detroit on Nov. 21, 1889.

4. Any info on Santa Fe's first diesel-electrics?

The first one was a 600-hp Alco switcher used in the Chicago yards in 1935. The following year AT&SF added its first diesel passenger engine, a two-unit, 3600-hp non-streamlined unit which hauled the *Super Chief*. Between 1940-'45 Santa Fe acquired eighty 5400-hp freight diesels, the world's largest diesel fleet at that time.

5. I'm a Missouri Pacific brakeman and member of the Army Reserve. Could my active training and summer camps be creditable?

Yes, and if you were ever called to active duty during the continuing national emergency which began Dec. 16, 1950, that service also would be creditable.

6. Were all Central Vermont 400 class engines Consolidations?

No. CV had 41 of this class. Nos. 400-418, Nos. 420-425 renumbered Nos. 450-455, and Nos. 460-475 mainly used in freight service. The exception was No. 419, an ex-Grand Trunk Ten-wheeler. Often early in this century, when GT had a big voice in CV operations, Grand Trunk and Central Vermont engines were leased for service temporarily and in many cases were renumbered, like 419, while on the CV. Two Central Vermont experts—Amtrak's Board member Joe McDonald and ex-CV employee Warren Ham, both of St. Albans, Vt.—were willing to bet a good lunch that a CV 419 never existed until Gort Wilbur trotted out with this picture. The 419 was not on any CV roster we've seen.

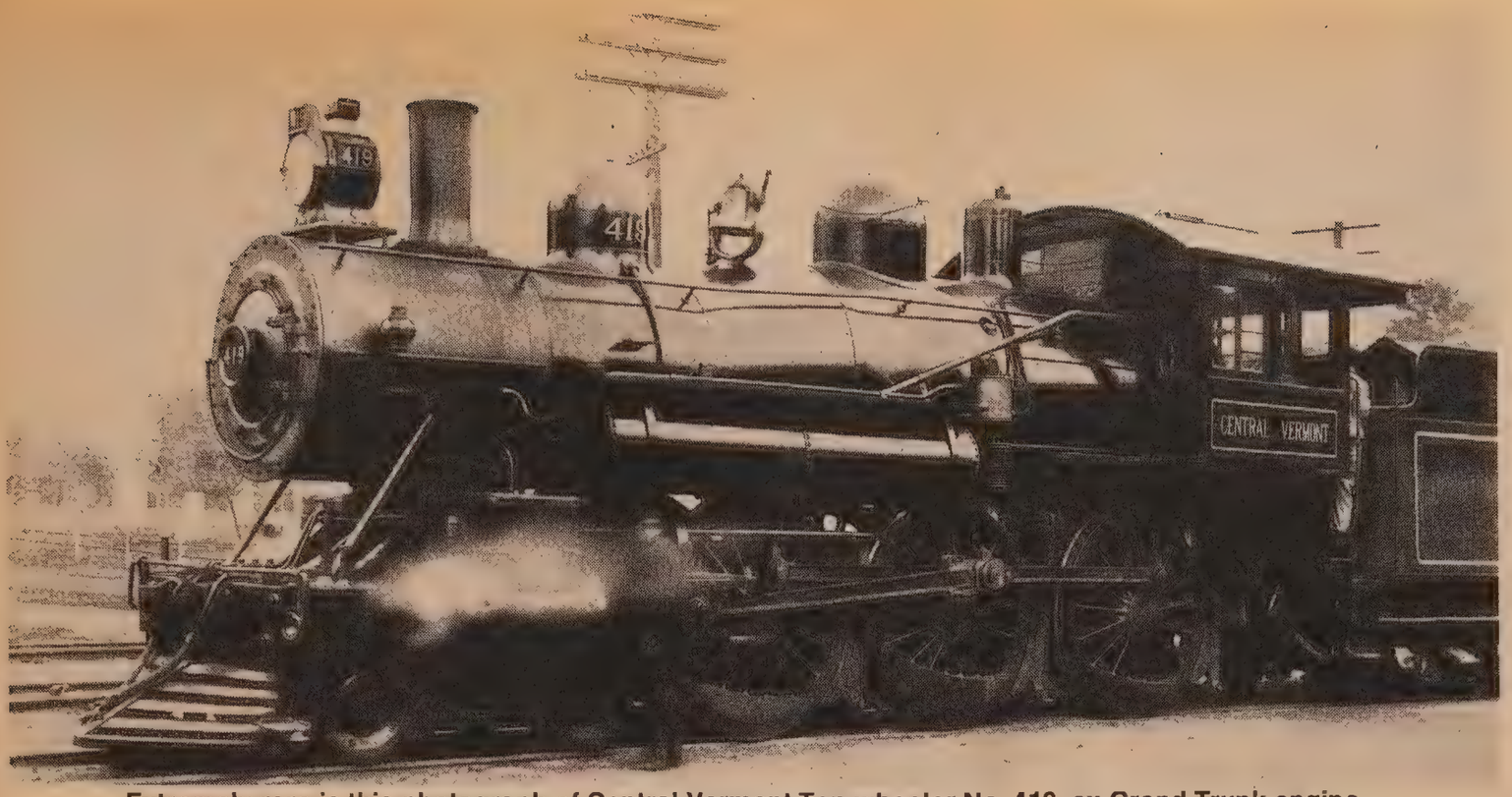
5. Words, please, to "The Call Boy," J. Edward Hungerford's parody on "The Raven" by Edgar Allan Poe.

Once upon a midnight dreary, as I slumbered weak and weary,
As I rent the air with many a lusty, loud, and raucous snore,
Suddenly there came a rapping to disturb my peaceful napping,
As of someone roughly rapping, rapping at my chamber door:
Said I, waking: "Who in thunder's rapping at my—."
This I said—and something more!

Ah, distinctly I remember 'twas a night in bleak December,
'Cause 'twas cold and nary an ember cast its ghost upon the floor;
Nary an ember threw its shadder—we had steam heat, which is sadder,
As that lobster in the hallway beat his knuckles on my door;
Loudly hammered on the panels till I thought they'd split for sure—
"Darn!" I said—and something more.

Presently my thoughts grew stronger. Hesitating no longer,
From my bed I hopped a-shiver, fairly frigid to the core.
"Hi!" I yelled, my patience snapping. "If you're bound intent on scrappiping,
Just continue tapping, rapping, beating, slapping on my door!"
This I said, my night-shirt flapping, as I ambled to the door—
This, ah yes—and something more!

New rolling stock and equipment scheduled for overhaul carry car legend and paint scheme of The Rock (Rock Island) of blue, black, and white.



Extremely rare is this photograph of Central Vermont Ten-wheeler No. 419, ex-Grand Trunk engine.
Collection of Gorton T. H. Wilbur

Deep into the darkness peering, toward the doorway, I went stirring;
Toward the doorway, never veering, feeling murderously sore;
And to still the angry beating of my heart I kept repeating:
"Lobster!" 'Tis a sorry greeting that I'll give you at my door.
What is more, dad-gast your crownsheet!"
Here I opened wide the door—
On the callboy—nothing more!

8. A brief word on Canadian Pacific's lake section construction.

I can give you one word, hell. Work was started on this difficult area in the spring of 1883. William C. Van Horne, who built most of the CP, later described part of it as "200 miles of engineering impossibilities." What he should have said was engineering impossibilities to just about every one except Van Horne himself. He employed 12,000 men and 5,000 horses. Later he put a tracklaying machine to work to aid construction over soft muskeg and mosquito-infested swamps. The 200 miles of track in this area cost $12 million.

Three dynamite factories were set up, with the bill for explosives being $1.200,000. The 3 miles of track around Jackfish Bay cost CP $1.200,000, one mile alone being $700,000. Between Sudbury and Cartier a lake had to be lowered 10 feet to get a track foundation.

Finally, in May, 1885, the entire section of 651 miles from Callendar to Port Arthur was opened. Those were mid-1880 dollars. It boggles the mind to think of what the construction costs would be in 1978 bucks.

9. How many miles of track has the Southern Railway system?

As of mid-1977 the Southern had 5,995 track miles; the Central of Georgia 2,017; the Norfolk Southern 883; the Alabama Great Southern 527; the Georgia Southern & Florida 454; the Cincinnati, New Orleans & Texas Pacific 371; all other (Class 11 railroads and terminals), 661, and less jointly used mileage, 374.

10. What can you tell me about the Great Western Railway?

The company, owned by Great Western Sugar Co., with headquarters at Loveland, Colo., was incorporated Oct. 16, 1901, and began operations a short time later. Passenger service was discontinued about 1927. The line runs between Longmont and Eaton, 41.8 miles, with branches to Welty, Loveland, and Milliken, Colo. Connections are made with the Burlington Northern, the Colorado & Southern, and Union Pacific. As of a year ago, they had five EMD locos. GW 61, a SW-1, built in 1952; 62 and 63, NW-2s, 1940, and two SW-9s, 1951.

11. When was through passenger train service inaugurated between New Orleans and San Francisco0

Southern Pacific started it Feb. 5, 1883.

12. Which U.S. station served the most railroads 25 years ago?

St. Louis Union Station, serving 17 roads. A massive stone structure, currently deep in controversy, it resembles a medieval fortress with yards once covering some 20 acres. Its 230-ft.-high clock-tower is still a landmark in the Mound City. Outside of New York City's Grand Central Terminal, the St. Louis depot had more tracks than any other—42 in all. Hard to believe, looking at the old edifice today, that between 200 and 220 passenger trains used to pass through its environs daily!

13. What do the markings on the sides of freight cars mean?

In addition to the car number, railroad trademark, and the name or initials of the car's owner, these abbreviations have been adopted as standard markings and are stenciled on both sides of a car: CAPY—capacity, in pounds; LD LMT—load limit, in pounds; LT WT—light weight, in pounds; EXW—extreme width; EW—eaves width; IL—inside length; IW—inside width; IH—inside height; CU FT—cubic foot capacity, and BLT—date built. The load limit is determined by a formula based on size of the journal bearings less the unloaded weight of the car. Capacity is a nominal round figure somewhat less than the load limit.

14. Was a railway ever built on an extinct volcano?

Yes, such a line was constructed by Thomas Cook & Son, the travel agents, to the top of Mt. Vesuvius near Naples,

Italy. The funicular railway, the gradients as steep as 1 in 1.9, was opened in 1880 to the summit station at 4,012 ft., just below the crater. Composer Luigi Denza (1846-1922) wrote a popular song, "Funiculi-Funicular," to celebrate the occasion. Richard Strauss thought this was a Neapolitan folksong and incorporated it in the finale of his symphonic fantasy *Aus Italien* in 1886.

15. Where is the lowest point reached by any railway?

This was Jisr el Majame near Samakh (Zemach), 700 ft. below sea level, where the 3 ft. 5"-gage line from Haifa, Israel, to Derraa crossed the River Jordan just south of the Sea of Galilee. At Derraa it joined the Hedjaz Railway from Damascus to Medina. Begun in 1901, the line was opened through the Medina on Aug. 31, 1908. The Haifa-Derraa section is currently not in operation, due to the unstable Mideast political situation. The lowest American area is in Death Valley, California, served by the Southern Pacific.

Running Extra

WANTED: history of the Hocking Valley R.R. The Brooks Locomotive Works built many steam engines here in Dunkirk—Louis S. Van Wey, president, Historical Society of Dunkirk, 536 Central Ave., Dunkirk, N.Y. 14048.

I'M LOOKING for pix of 1895 era showing large crews of Chinese keeping the tracks clear of sand near Salles, Wash., section houses on the Northern Pacific. I also want trains on NYC&HR, UP, OR&N, GN, and Ore.-Calif.—Ellen Smith, 1879 CorteBreve, San Lorenzo, Calif. 94580.

THE PROVIDENCE & WORCESTER is using patrol dogs to help curb vandalism and trespassing in the Worcester area. They expect to add dogs to their terminals in Providence, R.I., and Plainfield, Conn. Is this the only line in the Northeast now using dogs for added security?—Maurice W. Buck, 235 Main St., So. Grafton, Mass. *(Ed. note:* We don't know. But early in this century the Long Island Rail Road used bloodhounds for that purpose.)

I WANT NAME and address of railroads which issue company publications.—Albert J. Quader, Jr., 5822 Brookside Dr., Cleveland, Ohio 44144.

ANYONE have info and pix on Graham County R.R., its counterpart Bear Creek Scenic, or the Buffalo & Snowbird?—Jim Wrinn, 81 Lyle St., Franklin, N.C. 28734.

WHERE can I get a good photo of a Union Pacific Big Boy?—P.A. Barbour, 850 Kinsac St., Coquitlam, B.C., Canada V3S 4T7.

I NEED pix of Western Maryland steam locos 1116 and 1121 six miles out of Cumberland, Md., about April 2, 1942.—Richard L. Shaffer, RD 3, Box 3421, Spring Grove, Pa. 17362.

ANY details on National Railroaders Campers Assn.?—E.W. Maier, The Train, Rockford, Mich. 48341.

WAS there ever an electric shortline known as the BN&LP?—Richard A. Ward, 218 Lynn Lane, Westfield, N.J. 07090.

HAVE BEEN trying to buy several old train-station paintings or drawings, not photos. Willing to pay $30 to $40 for each.—Tony Raica, Center for Audiology & Special Patcology, Univ. of Texas Medical Branch, Galveston, Texas 77550.

WANTED: Books, magazine articles, etc., telling about Delaware & Hudson section gangs, Binghamton to Albany, N.Y., 1900-'50.—Tony Caracciole, 4 East Drive, Canton, N.Y. 13617.

RAILROAD recently mentioned eucalyptus trees as being commercially raised for fuel for woodburning railroads in Brazil. Many acres of such trees are located in southern California in groves near the ocean. They were planted shortly after the turn of the century by both the Santa Fe and Southern Pacific, which realized that eucalyptus trees grow fast and stragith, and had plans to use them as rail ties. But when the first ties were utilized, they cracked badly and would not hold a spike. So the groves still stand with little use for the wood. Many are visible from passenger-train windows.—Willis C. Hendrick, editor, Southern Calif. Chapter newsletter, R&LHS, 3949 Lees Ave., Long Beach, Calif. 90808.

LOOKING for pix, track plans, or any info concerning the engine facilities and car shops in the south end of Concord. My grandfather worked there during the 1930s.—Don Damour, 115 Fisk Rd., Concord, N.H. 03301.

ANYONE explain "DW&C" marked on Duluth, Winnipeg & Pacific flatcars?—J.M. Nickerson, 2508 36th Ave. NE, Minneapolis, Minn. 55418.

I WANT good photo of Marietta, Ga., passenger depot with clear view of nameboard.—Bob Gellerstedt, 1035 Wedgwood, Fayetteville, Ga. 30214.

WHATEVER became of the Permian Basin R.R., slated to run from Odessa, Tex., into Colo.?—Albert J. Franck, Box 312, Media, Pa. 19063.

WANTED: specs on Denver & Rio Grande Western's K-59 2-8-2 Mikes. Who built them and when?—K.H. Moltrecht, 1394 Zollinger Rd., Columbus, Ohio 43221.

WORKING with DC generating equipment, I have always found that DC generators are designed to operate in one direction only, clockwise, in most cases. How do they get around this on rail coaches which can be operated in both directions?—A Sweet, 35 Johnson St., Belleville, Ont., Canada K8N 474.

ANYONE know of a railroad in the South and West where I could sign on as a trainman trainee?—Chuck Gardner, RR1, Box 390, Hamburg, N.J. 07419.

I WANT info on the Spokane Falls & Northern and its connecting lines. Also the Coeur d'Alene mining district, especially the narrow-gage log and mining railroads, or trams.—Robert Pearson, Inland Empire-NRHS, Rte. 1, Box 194, Chattaroy, Wash. 99003.

I HAVE a freight car cleaning certificate titled NOPB R.R. What line is this? Where? Any motive power?—Jay Bendersky, 303 Lorraine St., North Bellmore, N.Y. 11710.

WHO HAS info on the House of David R.R., Benton Harbor, Mich.?—John A. Rice, 1450 Oakland Rd. #71, San Jose, Calif. 95112. (*Ed. note:* Freeman Hubbard had an illustrated article on this subject in April '35 *Railroad Magazine.*)

I'M A switch-key collector with keys from many roads unknown to me. Where can I get an alltime list of U.S. and Canadian railroads?—Paul K. Stetter, P.O. Box 1108, New Milford, Conn. 06776.

WHO CAN TELL me about rolling stock, mileage, and general history of McCloud River R.R.?—Alfred E. Howen, 416 12th Ave. South, Devils Lake, N.D. 58301.

I WANT history of the Big Four (CCC&StL) operations in Illinois, especially when New York Central took it over. I'm from Saline County, Ill., and don't believe the county had a railroad when my dad was a boy, as he hauled traveling salesmen around in a surrey, or buggy.—James H. Feazel, 3340 N. 24th St., Terre Haute, Ind. 47804.

IN SEARCH OF STEAM

With Mike Eagleson

VALLEY RAILROAD, of Essex, Conn., has just taken delivery of ex-Aberdeen & ROCKFISH 2-8-2 No. 40. The good-looking Mikado spent nearly 20 years protected from the elements in the old enginehouse of the North Carolina shortline. The Valley is one of America's larger tourist roads and hauled over 100,000 paying passengers during the 1976 and '77 seasons. In keeping with the livery of its other steamers, 2-8-0 No. 97 and 2-6-2 No. 103, the latest addition will be tastfully restored and may possibly operate next summer. Steam extravaganzas can't be too far away with a doubleheader or even a tripleheader in the talking stages.

EX-MAGMA ARIZONA 2-6-0 No. 6, long on display at Magma, was recently sold to the Scottsdale Railway & Mechanical Society for display next to the ex-Santa Fe station in Peoria, Ariz., reports Roger Netz, 6202 S. 6th Avenue, Phoenix, Ariz. 085041. Baldwin built her in 1907 for the Arizona & New Mexico as its No. 26. When the El Paso & Southwestern abandoned the A&MN, the Mogul became EP&SW No. 130 and was converted to burn oil. In 1922, she was sold to the Magma Arizona for $7,500, where she won fame in the early 1960s as one of the handfull of last active steamers on shortlines in the country. After her final run on Jan. 4, 1961, No. 6 was displayed next to the railroad shops.

EX-MIDDLE FORK Railroad (Ellamore, W. Va.) Climax No. 3 was purchased many years ago by the Connecticut Electric Assn. at Warehouse Point, Conn. A reader who prefers to be anonymous recently visited the museum and learned from some members that the 2-truck engine, built in 1910, may be for sale. This handsome, rare breed of locomotive appears to be restorable. Prior to working for the Middle Fork, she belonged to Moore Keppel Co., also at Ellamore.

I remember photographing the

J.J. Comps. 15566 Liverpool, Livonia, Mich. 48154

With her pilot showing the effects of a seven-inch overnight snowfall, the East Broad Top's Mike No. 12 leads a doubleheader mixed train out of Orbisonia during 12th Winter Spectacular in '77.

Santa Fe 4-8-4 No. 3768 shown in Wichita, Kan., railroad yards on April 17, 1977, about to be moved by SF to downtown Union Station. Engine had been on display for 19 years at Friends University in Wichita.

Jim Belden, P.O. Box 9301, Witchita, Kan. 67277

Climax in Sept. 1960, shortly after the Middle Fork folded up. Also on the property at that time was big Heisler No. 7, now operating on the Cass Scenic in the same state. I'm wondering, would now be a good time for Cass to bring back this true West Virginian example of a Climax?

MANY READERS ask for further news on the ex-Southern Pacific 4-8-4 Daylight No. 4449, used on the American Freedom Train. Says Charles W. Storz, Jr., secretary of NRHS Pacific Northwest Chapter, Room 1, Union Station, Portland, Ore. 97209): "We naturally want to operate the 4449 in excursion service and have been working on the necessary arrangements. A major obstacle is the very high insurance rate. Before operation is possible, insurance costing $35,000 to $40,000 must be purchased. The policy would cover half a dozen trips, but must be paid for prior to operation. We calculate that a round trip of 300 to 400 miles would have to sell for slightly over $100 a person, which we consider too much. Unlike the tours backed by the Southern and C&O, no railroad in the Northwest, including the SP, has volunteered to sponsor a 4449 operation. This doesn't mean fan trips are impossible, but you can see it's a major cost problem.

"The 4449 is stored in a secure location under cover. Contrary to some published reports, she is in good condition. Replacing a few flues and routine maintenance are necessary, but that is all. Very little maintenance could be done during the return trip."

That is the official word. No. 4449 can be made operable if a "sugar daddy" or a sponsoring railroad can be found.

HERE'S a new find for you. Last fall Thomas W. Diehl, 8653 Bender St., Navarre, Ohio 44662, owner of the TWD Railroad, bought an 0-4-0T (Porter, 1914). She was acquired, along with brother Ken Diehl, from C.A. Fisher at Stoneborg, Pa., where the locomotive had been stored since 1954. The 30-inch-gage loco ran at a coal mine near Butler, Pa., until 1928. About 3 years ago her builder's plates and Porter lettering on the square steam chests were stolen. The 18-inch smokebox door also is missing, as well as other parts. Even so, the two brothers hope to fully restore her, if necessary by fabricating parts as they go along. Still needed is a reflex water glass. Forty-two 1¾-inch tubes were pulled, but will be replaced. When the Porter is fired up again I'd like to run a picture of the event in this column.

WHITEWATER VALLEY Railroad at Connersville, Ind., has purchased still another steam locomotive: woodburning 2-6-2 No. 100, from Mobile, Ala., and mentioned for sale in my column last October. After being reassembled, the engine was test-run at her new home last fall and doubleheaded with the road's ex-East Broad Top standard-gage 0-6-0 No. 6. More doubleheaders are planned for the summer. I hope to attend one and cover it for *Railroad Magazine.*

Louis Zadnichek III, P.O. Box 138, Fairhope, Ala. 36532, former owner of No. 100, is negotiating to buy a Heisler for a proposed new tourist road in southern Alabama. The line would have a logging theme.

GARY R. SHAMEL, 61 Alcott St., Acton, Mass. 07120, adds his own comments to my editorialising about Steamtown. He writes: "Steamtown is using the same ad for this year's event. No mention is made of the fact that reservations are required. The ad merely invites people to write for details. Last year I did not feel it necessary to write for details, expecting to get a schedule of events on arrival. I drove up there, intending to spend only Saturday, as I did not want to stay overnight or make a second 240-mile round trip. (See my Feb. '77 column.)

"But I was told there that the ad said to write for details and that reservations were required. I said I hadn't planned to stay overnight and asked if I couldn't buy a one-day ticket. No, I was told; only week-end tickets were being sold. I also said I hadn't under-

H.K. Porter built in 1914 (last run in 1928) as found in Stoneburg, Pa.

Sierra Railroad No. 3 on turntable at Jamestown, Calif. Rear part of 28's tender in foreground. Photograph by Mac Owen

stood from the ad that it was *necessary* to write for details.

"Not wanting to spend some $30 for part of one day, I turned around and left, with nasty words about misleading advertising and a wasted trip. As far as I'm concerned, Steamtown is an overpriced tourist trap. If it wants to move out of New England, I for one wouldn't miss it."

OLD DOMINION LINE is operating two narrow-gage 4-4-0's for tourists, reports *Railogram,* the RF&P employees magazine. The locomotives are named *Patrick Henry* and *Stonewall Jackson* after RF&P's famous but now scrapped Governor and General class, 500 and 600 series, 4-8-4's. The excursion road operates at Kings Dominion, near the RF&P's Doswell, Va., station.

JIM BELDEN, P.O. Box 9301, Wichita, Kan. 67277, tells me that Santa Fe 4-8-4 No. 3768 was on display for 19 years at Friends University in Wichita, but last April 17th was taken downtown to a site at Union Station. The Missouri Pacific wheeled her part of the way; then ATSF took over and completed the move.

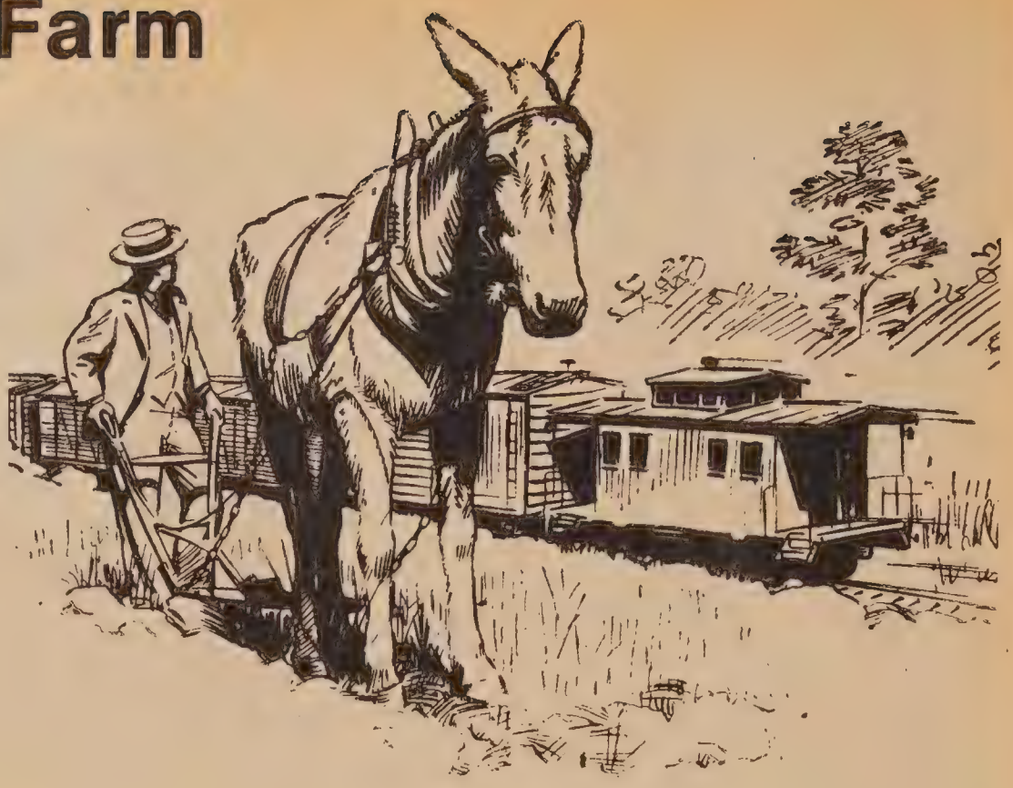
CONTINUE SENDING steam news to Mike Eagleson, 37 Edgemere Avenue, Mt. Arlington, N.J. 97856. •

Photograph by Dan Fink

Heisler engineer Arty Barkely and his fireman, Kermit Foe, on the Cass Scenic rest on the hand-rail after bringing their train up to Bald Knob, the second highest peak in West Virginia. The 22-mile round trip often takes more than 4½ hours, but is a big favorite among railfans.

Back to the Farm

by M.F. MASKELL



AT SIX each morning, six days a week for the last three months, Tony Jasper had been first out on the walking cultivator, down in Tennessee. The watermelon rows were long, the sun was hot—but not more torrid than the thoughts of this brakeman who was taking a prolonged vacation—by request.

The sound of a freight train coming up the grade did not have a cooling effect. The Southern Central Railway passed at the foot of a gently sloping hill about an eighth of a mile away, and in full view of the man who was pulling a bell cord over a mule's back. . .

Three months previous, on a spring night when you could smell the piney sassafras woods, the swamps, and rivers and prairie flowers, Tony Jasper was restless. Boomers often get that way, you know; even home guards were known to be affected by the lure of early springtime.

The passenger train on which Tony was flagsman that bygone day was beginning its run to Frisco, and Tony was prepared to take life easy for a few miles. Standing on the back platform of the cinder-pelted observation car, he felt the call of distant scenes. The swift rush of cool night air, the song of flanged wheels, and the steady *chug-chug* of the 4-6-0 did not soothe his questing thoughts.

And then he noticed a dainty, slim, feminine figure seated in one of the wicker chairs—the only chair in the car which happened to be occupied at that late hour of night. Maybe she was sighing for companionship. The big handsome flagman, expert at reading signals, detected a "come hither" flash in her mischievous green eyes. And didn't the rules say something about courtesy to passengers?

While he was considering what to do, the woman inquired sweetly, "When is our next stop?" So Tony sat down beside her and explained when the next stop was, and how much he enjoyed railroading, and how he got lonely once in a while, and what he thought of passengers with bewitching Irish eyes and auburn hair.

Thus the miles rolled by as the hour grew later. The observation car was warm and cozy. A muffled *clickety-click* of the wheels, combined with an occasional rumble over bridges, sang them a lullaby. The intervals lengthened between questions and answers, wisecracks and repartee. Eyelids closed, yawns unconcealed. Tony was especially tired, not having slept all day. Finally both the man and woman drifted into slumberland side by side.

LATER, he awakened slowly, feeling that all was not well with his particular world. With half opened eyes he saw a short, heavy man sprawled in a nearby chair. Apparently the warmth and comfort had proven too much for the stranger also, for he was sleeping.

However, this didn't help the present situation. Tony became aware with a start, that his feet had slipped too often, when he recognized the man in the nearby chair as a spotter. And things turned out as he had dreaded and expected. After a perfunctory hearing, the division superintendent reminded Tony that his collection of brownies was too great to be overlooked any longer, and laid him off. There was nothing that the griever of the Brotherhood of Railroad Trainmen could do to save him.

So Tony went back home to Memphis with his diminutive redheaded wife, Cleo, to live with his folks on the ancestral farm while the worthy brothers were trying to explain to the Old Man just where the contract with the Southern Central called for shut-eye in close proximity to a female passenger.

Farming wasn't so bad until the engine crews learned of Tony's whereabouts. Then, every time they passed that particular bit of countryside they tried out the various bell and whistle signals just to be sure that they hadn't forgotten any of them. Some hoggers went so far as to invent new combinations never heard before.

The performance on the head end of the train was bad enough, but when his own buddies passed in review—gentlemen of leisure decorating the caboose top while they shouted advice about the number of gallons of corn to the acre and how to raise the best watermelons—it was more than the ex-brakeman could endure.

If the right-of-way hadn't been so near to the house, their antics might have been easier to bear. But there it was, just across State Highway from

the Jaspers' front porch. At times Tony would vacate the premises when he heard a freight coming. coming.

The melons in the hill field grew large and abundant. Many of them were carried to the cool shade of the front porch. In the cool of the day Tony never failed to be on the porch when a freight approached. Beside him was a great succulent melon, cut in quarters so that the crews could view its crimson glory, could vision the black seeds in soldierly rows, and could wax hungry for what Tony was eating before their eyes.

The juice would drip from his fingers and trickle in rivulets from his mouth. Then he would caress the region of his "bread basket" and throw a rind at the caboose. The crew would answer with unmentionable gestures.

AT THE CLOSE of a hot summer afternoon a long drag came slowly out of the west. The entire train crew dropped off the head end, intent upon pilfering. Their hurrying feet kicked up little clouds of dust as they crossed the highway and gained their objective. As soon as each man could clutch a melon, the conductor sounded retreat. They reached the railroad again, the caboose not far away.

Around the corner of the house projected the muzzle of an automatic shotgun. Its mighty voice filled the raiders with consternation. They started to run. One dropped his melon and fell over it. Both man and melon rolled under the right-of-way fence.

The gun roared again. The skipper went down with his trophy hugged in loving embrace. It burst wide open, and the aforementioned member of the Order of Railway Conductors buried his features in its deep red, luscious heart. Oaths, epithets and ejaculations followed the next explosion. The shack who had rolled under the fence got up running and scrambled upon a box car. There, silhouetted against the sky, he braved the shotgun to signal the head end for less speed, so that none of the crew would be left behind.

When the train had almost stopped the marauders climbed aboard. Two of them carried burdens, indicating that their trouble and danger were not entirely unrewarded.

The gun being loaded with powder and wadding accounted for the bloodless retreat.

Not long after this episode, the worthy brother threw off a note for Tony to read. It said:

"We're doing all we can, but the Old Man is still determined to make a horrible example of you. We hope you raise lots of melons next year also.

To Tony and Cleo this letter seemed like a death notice—death to hope. The train crew continued to raid the visible supply of melons, while the ex-brakeman's tolerance and fun slowly changed to wrath.

Heartsick and weary of the farm, he began to hate its proximity to the railroad. He avoided the men with whom he had lived and worked for so many years. They no longer exchanged affectionate profanities.

MAN CANNOT live by watermelons alone. Hawks caught the baby chicks, one of the cows died, the corn shriveled to nubbins, and the boll weevils garnered the cotton prematurely. Perhaps there was a living here for his aged parents; certainly there was not enough for four. Besides, this was no job for a first-class rail. So Tony Jasper and his faithful wife went to a sawmill camp, which was built on a Southern Central branch line. But the work there was exhausting and the pay was small.

And now Tony felt the chills of malaria creeping. It became necessary for him to quit work and lie in a miserable shack on the bank of Cardon Creek until he was able to walk home.

As he approached the railroad track he saw a freight train in the siding, the caboose just clearing the street crossing. It was unoccupied at this time, he knew, because a man could always feed his face at the greasy spoon near the station. Perhaps it wasn't locked, and he could rest there for a few minutes.

There'd be comfort inside of the caboose. A wave of homesickness swept over him as he entered. He bitterly reviled the day on which he had bid in a passenger run. He would take his beloved little Cleo and they'd leave behind them the sawmill camp, cypress brakes, chills and fever. Yes—and the Southern Central. But memories would torture him all the days of his life. He'd never be able to forget.

But this was home. For years he had lived here in a Southern Central crummy with its bunks and lockers, the narrow stairs leading to the cupola, the worn cushions, and the battered coffeepot—he had made a thousand gallons of Java in it.

Yes, this was the old crummy. Months of absence had not dimmed his recollection of its every nook and cranny. The best hiding places for contraband—the most comfortable place to sleep—everything was just like it used to be.

Footsteps sounded outside. Well, he wouldn't be the first bum ever thrown out of a crummy. It was impossible for him to get away unobserved, and besides, he was too sick to care.

Strong, gentle hands raised his head and pillowed it upon a breast in the soft curves which God had made for tired, aching heads to rest. Cleo's lips caressed his hot brow and murmured endearing things which her husband could not comprehend.

So she had seen him when he entered? She was talking like a crazy woman now. Hospital—and a letter. It couldn't be important. But she wanted him to read it. Would the woman never let him sleep—didn't she know that a fellow needed rest?

She had written a letter—to whom? The reply was on Southern Central official stationery. Feverishly he read it, mumbling: " 'Report to my office at your convenience'—Cleo, how could you?" he broke off.

"I could do anything for you, dear," was the reply. "If I hadn't sneaked back to the observation car the night I returned from Chicago you'd never have fallen asleep beside me—I told the Old Man so."

Reinstated! Back again on the Southern Central! The little red crummy suddenly seemed like Paradise regained. Tony Jasper didn't feel like sleeping anymore. He looked into Cleo's gree eyes and was completely happy. ●

Nos. 101-102 of Frankfort & Cincinnati R.R. in lash-up on mill track. Both are GE 70-tonners.

SHORT LINE LOCOMOTIVE ROSTERS

Compiled by Sy Reich

For our rosters, a short line railroad is defined as a common carrier listed in the Official Guide, the Pocket List of Railroad Officials, or both, with a route length less than 400 miles. Locomotive builders:GM-EMD, General Motors-Electro Motive Div ; GE, General Electric; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco-GE, American Locomotive-General Electric Co.; FM, Fairbanks Morse; GMD, General Motors Diesel Ltd.; MCGE, Montreal Locomotive Works-Canadian General Electric; Also Pr., Alco Products; Alco, American Locomotive Co.

Feather River Railway (abandoned Oct. 27, 1966)

Road Numbers	HP	Builder	Builder's Model	Wheel Armgt	Tractive Effort	Weight	Date	Tractive Effort
8		300GE	45-ton	B-B	27,000	90,000	1951	1
101	1000	Alco-GE	S2	B-B			1950	2
102	900	GM-EMD	SW900	B-B	57,040	231,310	1959	3

Effective date: July, 1975, Sources of information: Georgia-Pacific Corp.; Ashley, Drew & Northern; Feathre River Ry.; Fordyce & Princeton. Units on present roster: none. Numbered notes:

(1) 8 was originally C. D. Johnson Lumber Co. 8, then FR 8 (1963), then C.D. Johnson Lumber (Georgia Pacific) 8 (1965).

2 101 was originally Hammond Lumber 101, then Georgia Pacific 101, then Oregon, Pacific & Eastern 101, then FR 101 (lettered OP&E) (9/65), then Georgia Pacific 101 (c. 1/67), then Fordyce & Princeton 1.

(3) 102 was originally Hammond Lumber 102, then FR 102, then Ashley, Drew & Northern 102 (1965).

Fore River Railroad

Road Numbers	HP	Builder	Builder's Model	Wheel Armgt	Tractive Effort	Weight	Date	Notes
10-11	300	GE	50-ton	B-B	25,000	100,000	1947	1
12,14	650	Whitcomb	65DE-19a	B-B	32,250	130,000	1944	2
15-16	600	GE	70-ton	B-B	35,000	140,000	1941	3
17	900	Alco Pr.	S6	B-B	57,930	231,730	1956	4

Effective date: Oct. 27, 1976. Sources of information: FR, Bethlehem Steel, Everett, Preston W. Duffy & Sons, American Aggregates, George R. Silcott, Marshall Railway Equipment, Hawker Siddeley Canada, Union Carbide. Units on present roster: 15-17. Numbered notes:

(1) 10 sold to J.A. Jones Construction Co. Other data indicates 10 was sold to George R. Silcott, then to General Electric, then to American Electric Power. 11 was sold to Bethlehem Steel Co., renumbered 30 (3/59).

(2) 12 was originally U.S. Army 8468, then S.A. Healy 8124, then South Buffalo 44 (5/48), then FR 12 (8/49), then Conemaugh & Black Lick 56 (7/53), then Everett 56 (3/54), then Preston W. Duffy & Sons ? (1966), then American Aggregates 60474 (11/66). 14 was originally USA 8491, then S.A. Healy ?, then SB 45 (12/47), then C&BL 52 (12 /50), then FR 14 (5/53), then Marshall Equipment Co. 14 (11/17/56), then Canadian Car & Foundry 7 (12/56), then Union Carbide 4720.

(3) 15-16 were originally Steelton & Highspire 35-36; then FR 15-16 (3/58).

(4) 17 was originally Southern Pacific 1083, then SP 1250, then Chrome Crankshaft 1250, then FR 17 (1976).

Feliciana Eastern Railroad

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt	Tractive Effort	Weight	Date	Notes
88	900	Alco	HH 900	B-B	60,000	200,000	1939	1
204	1000	Alco-GE	RS-1	B-B	72,000	240,000	1945	2

Effective date: Oct. 1976. Source of information: Feliciana Eastern RR. Units on present roster: 204 Numbered notes:
(1) 88 was originally Birmingham Southern 88, then Birmingham Rail & Locomotive 88 (10/61), then FE 88.
(2) 204 was originally Minneapolis & St. Louis 1144, then M&SL 204, then FE 204.

Ferdinand Railroad

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt	Tractive Effort	Weight	Date	Notes
1	300	GE	45-ton	B-B	26,400	90,000	1953	

Effective date: Oct., 1976. Source of information: Ferdinand RR. Units on present roster: 1.

Fernwood, Columbia & Gulf Railroad (Merged into Illinois Central Gulf on Sept. 1, 1972)

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt	Tractive Effort	Weight	Date	Notes
D-1, D-2	380	GE	44-ton	B-B	22,000	88,000	1945	1
D-3	380	GE	44-ton	B-B	22,000	88,000	1945	2
D-4	380	GE	44-ton	B-B	22,800	88,000		3
D-5, D-6	380	GE	44-ton	B-B	26,400	88,000	1941	4
600	600	GM-EMD	SW1	B-B	48,320	193,270	1941	5
900	900	GM-EMD	SW900	B-B	57,010	231,170	1957	6

Effective date: July, 1975. Sources of information: FC&G, South Carolina State Ports Authority, Raymond International, Airco Alloys Div., Air Reduction Co., ICG, Arcata & Mad River; Ft. Dodge, Des Moines & Southern; Chicago & North Western. Units on present roster: none. Numbered notes:
(1) D-1 and D-2 sold to FDDS&S, renumbered 504-505 (10/57); then sold to Raymond International (1962); then to European Construction Spares (11/64).
(2) D-3 sold to Arcata & Mad River, renumbered 104 (2/60).
)3) D-4 sold to South Carolina State Ports Authority, renumbered 104, then sold to Pittsburgh Metallurgical Co. and renumbered 2 (3/1/67), then inherited by Airco Alloys & Carbide Div. of Air Reduction Co., Inc., which renumbered it 2.
(4) D-5 was originally New York, Ontario & Western 103, then FC&G D-5, then FDDM&S 503, then inherited by C&NW, then sold to Andrew Merilles Ltd., renumbered 503. D-6 was originally NYO&W 102, then Mississippi Export 47, then FC&G D-6, then FDDM&S 502 (10/57), then inherited by C&NW, then scrapped.
(5) 600 was originally Elgin, Joliet & Eastern 240, then FC&G 600, then inherited by ICG, slated to be renumbered 622, then scrapped as FC&G 600.
(6) 900 was inherited by ICG and renumbered 900.

Ferrocarril Sonora Baja California

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt	Tractive Effort	Weight	Date	Notes
2101-2102	1500	GM-EMD	FP7A	B-B			1949	1
2103	1800	Alco Pr.	RS-11	B-B			1956	
2104-2105	3000	GM-EMD	GP40-2	B-B			1972	2
2106	3000	GM-EMD	GP40-2	B-B			1972	2
2110-2112	3000	GM-EMD	GP40-2	B-B			1976	
2201-2202	1500	GM-EMD	F7A	B-B			1949	3
2203A,B	2700	GM-EMD	FTAxFTB	(B-B)x(B-B)			1944	4
2301-23-3	1800	Alco Pr.	Rs-11	B-B			1956	
2304-2306	1800	GM-EMD	GP18	B-B			1961	
2307-2308	2500	GM-EMD	GP35	B-B			1965	
2309-2310	3000	GM-EMD	GP40-2	B-B			1972	2
2311	3000	GM-EMD	GP40-2	B-B			1972	2
2501		EMC	Railcar				1928	5
2601	380	GE	44 ton	B-B	22,000	88,000	1945	6

Effective date: July, 1975. Units on present roster: 2101-2106, 2110-2112, 2201-2202, 2203A,B 2301-2308, 2501, 2601. Numbered notes: (1) 2101-2102 were originally SCOP 23035-23036; then FSBC 2101-2102.
(1) 2101-2102 were originally SCOP 23035-23036; then FSBC 2101-2102.
(2) 2309-2311 renumbered 2104-2106.
(3) 2201-2202 were originally SCOP 23037-23038; then FSBC 2201-2202.
(4) 2203A,B were originally Northern Pacific 6010D, 6006C; then NP 5410D, 5406C; then General Electric 5410D, 5406C; then FSBC 2203A,B.
(5) 2501 was originally Tonopah & Tidewater 99, then FSBC 2501 (1942).
(6) 2601 was originally Ferrocarril des Sureste 7142-3, then FDS 423, then FSBC 2601.

Frankfort & Cincinnati Railroad

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt	Tractive Effort	Weight	Date	Notes
100	600	GE	70-ton	B-B	35,000	140,000	1946	1
101	600	GE	70-ton	B-B	35,000	140,000	1947	2
102	600	GE	70-ton	B-B	35,000	140,000	1947	3
103	1000	Alco-GE	S2	B-B	33,700	241,700	1949	4
104	1000	Alco-GE	S2	B-B	33,700	241,700	1949	5
105	600	GE	70-ton	B-B	35,000	140,000	1951	6
107	1000	Alco-GE	?	B-B	?	?	?	7

Effective date: April, 1977. Sources of information: Nipak, George R. Silcott, Met-Mex IPenoles. Units on present roster: 103-104, 107. Numbered notes:
(1) 100 sold to George R. Silcott, then to Met-Mex Penoles, renumbered 100.
(2) 101 sold to George R. Silcott, then to Nipak, renumbered 1.
(3) 102 sold to U.S. Gypsum.
(4) 103 was oritinally Chesapeake & Ohio 5024, then Baltimore & Ohio 9136 (c. 1964), then George R. Silcott 9136, then F&C 103.
(5) 104 was originally C&O 5003, then B&O 9142 (c. 1963), then George R. Silcott 9142, then F&C 104.
(6) 105 was originally St. Johnsbury & Lamoille County 51, then F&C 105 (4/72), then sold to Great Lakes Carbon.
(7) 107 was renumbered from either B&O S4 or C&O S2 9165. Both were purchased from George R. Silcott and were originally shipped to the Greenville & Northern, where they were not used.

Ferrocarriles Unidos de Yucatan

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt	Tractive Effort	Weight	Date	Notes
201-202		GE	47-ton	B+B	23,500	94,000	1947	
203-204		GE	47-ton	B+B	23,500	94,000	1947	

Effective date: July, 1975. Units on present roster: ?.

Fonda, Johnstown & Gloversville Railroad

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt	Tractive Effort	Weight	Date	Notes
20	1000	Alco-GE	S2	B-B	69,000	230,000	1945	
21	1000	Alco-GE	S2	B-B	69,000	230,000	1946	
30	380	GE	44 ton	B-B	26,400	88,000	1942	1

Effective date: Oct., 1976. Sources of information: FJ&G, Cargill Grain Div. Units on present roster: 20-21. Numbered note:
(1) 30 was originally Washington & Old Dominion 47, then FJ&G 30 (1950), then Cargill Grain Div. 1 (1967 or 1968).

Fordyce & Princeton Railroad

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt	Tractive Effort	Weight	Date	Notes
1	660	Alco-GE	S3	B-B	47,000	188,000	1950	1
9	300	GE	45 ton	B-B	22,500	90,000	1953	2
?	300	GE	45 ton	B-B	22,500	90,000	1948	3

Effective date: Aug. 11, 1975. Sources of information: F&P, George R. Silcott, Cameron Iron Works. Units on present roster: 1. Numbered notes:
(1) 1 was originally Hammond Lumber Co. 101, then Georgia Pacific 101, then Oregon, Pacific & Eastern 101, then Feather River 101 (9/65), then GP 101 (c. 1/67), then F&P 1.
(2) 9 was originally Fordyce Lumber 9, then F&P 9, then sold to the Louisiana & Pine Bluff, renumbered 35; then sold to George R. Rilcott (8/73), then to Wisconsin-Illinois Gravel Co.
(3) ? was originally Crosset Chemical 7, then GP ?, then F&P ?, then sold to George R. Silcott, then sold to Cemeron Iron Works, renumbered D 0002.

Fort Dodge, Des Moines & Southern Railway

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt	Tractive Effort	Weight	Date	Notes
401	660	GE	70 ton	B-B	41,300	137,600	1953	1
402	660	GE	70 ton	B-B	41,300	139,000	1954	1
403	660	GE	70 ton	B-B	41,300	139,000	1955	1
404-406	660	GE	70 ton	B-B	41,300	139,000	1955	1
407-408	660	GE	70 tons	B-B	41,300	139,000	1948	1,2
409	660	GE	70 ton	B-B	41,280	139,000	1950	1,3
410-411	660	GE	70 ton	B-B	41,300	137,600	1949-50	1,4
501	500	Plymouth	65 ton	B-B	32,500	130,000	1936	5
502-505	380	GE	44 ton	B-B	26,400	88,000	1941	1,6
504-505	380	GE	44 ton	B-B	26,400	88,000	1945	7

Effective date: July, 1975. Sources of information: FDDM&S, Raymond International, C&NW, Hudson Bay Mining & Smelting, Pilkington Brothers Canada, C&NW Transportation, Santa Maria Valley. Units on present roster: none. Numbered notes:
(1) 401-411, 503 sold to Andrew Merrilees Ltd. 401 resold to the SMV, renumbered 80. 402- 404-406 resold to Hudson Bay Mining & Smelting renumbered 8, 6, 9, 7 (6/69). 410 sold to Pilkington Brothers Canada, which gave it no number (9/70); then resold to Andrew A. Merrilees. 411 was sold to the SMV and renumbered 70.
(2) 407-408 were originally Tallulah Falls 501-502; then FDDM&S 407-408 (4/62, 10/61).
(3) 409 was originally Missouri-Kansas-Texas 1654, then FDDM&S 409 (7/62). MKT 1652 was purchased for parts at the same time.
(4) 410-411 were originally Arkansas & Ozarks 800, 900; then FDDM&S 410-411 (12/61).
(5) 501 was originally Joplin-Pittsburg 2003, then FDDM&S 501, then Sonken-Galamba (no number assigned because they didn't use it), then Kansas City Public Service Freight Operation 1. Donated to the Museum of Transport, St. Louis.
(6) 502 was originally NYO&W 102, then Mississippi Export 47; then Fernwood, Columbia & Gulf D-6; then FDDM&S 502, then scrapped. 503 was originally NYO&W 103, then FC&G D-5, then FDDM&S 503.
(7) 504-505 were originally FC&G D-1 and D-2; then FDDM&S 504-505. Sold to Raymond International for use in Liberia. Raymond International claims they were resold to Whisler Equipment, but Whisler Equipment denies this.

The Fort Street Union Depot (abandoned)

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt	Tractive Effort	Weight	Date	Notes
1-2	1000	GM-EMD	NW5	B-B	?	?	1947	1

Effective date: Feb. 11, 1965. Sources of information: FSUD, Railway Supply Co. Inc. of Alabama, Mississippi Export. Units on present roster: none. Numbered note:
(1) 1 sold to Olin Matheson, renumbered 4. 2 sold to Mississippi Export, renumbered 61; then sold to Railway Supply Co. of Alabama, renumbered 61; then sold to Southern Railo Inc. Union Belt of Detroit owned 1-2.

Fort Worth Belt Railway

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt	Tractive Effort	Weight	Date	Notes
1	600	GM-EMC	SW1	B-B	49,900	199,600	1939	1
2	1000	GM-EMD	NW2	B-B	61,585	244,960	1946	2
1020	1000	GM-EMD	NW2	B-B	61,585	244,960	1946	2
6018	600	GM-EMC	SW1	B-B	49,900	199,600	1939	1

Effective date: July 28, 1975. Source of information: FWB. Units on present roster: none. Numbered notes:
(1) 1 renumbered 6018 (1962), then sold to GM-EMD in trade for new power (1/27/66).
(2)2 renumbered 1020 (1962), then sold to GM-EMD in trade for new power (1/4/73).

Franklin & Carolina Railroad

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt	Tractive Effort	Weight	Date	Notes
100	464	Whitcomb	65DE-19a	B-B	32,500	130,000	1944	1
110	770	Whitcomb	80-ton	B-B	40,000	160,000	1944	2

Effective date: Aug. 4, 1975. Source of information: Seaboard Coast Line Railroad. Units on present roster: none. Numbered notes:
(1) 100 was originally U.S. Army 8400, then F&C 100, then Atlantic Coast Line 70.
(2) 110 was originally U.S. Army 8600, then F&C 110, then ACL 71. Other sources claim this is a model 65DE-19a.

Gainsville Midland Railroad

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt	Tractive Effort	Weight	Date	Notes
10	3000	GM-EMD	SD40	C-C	82,100	359,590	1966	

Effective date: Aug. 4, 1975. Source of information: Seaboard Coast Line Railroad. Units on present roster: 10.

Galesburg & Great Eastern Railroad (Abandoned June 30, 1960)

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt	Tractive Effort	Weight	Date	Notes
5	500	Whitcomb	80DE-5	B-B	40,000	160,000	1941	1
6	540	Whitcomb	80DE-8	B-B	40,000	160,000	1943	2

Effective date: Aug., 1977. Source of information: Galesburg & Great Eastern. Units on present roster: none. Numbered notes:
(1) 5 was originally Alcoa Terminal 3, then Pan American Engineering 3, then G&GE 5 (1955), then Southern Illinois Electric Co-op 5 (1962), then Peabody Coal Co. 5.
(2) 6 was originally U.S. Army 8081, then Weyerhaeuser Timber 8081 (9/47), then Pan American Engineering 8081, then G&GE 6 (1955), then Southern Illinois Electric Co-op 6 (1962).

Galveston, Houston & Henderson Railroad

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt	Tractive Effort	Weight	Date	Notes
20	1000	Alco-GE	S2	B-B	?	?	1949	1
21	1000	Alco-GE	S2	B-B			1949	2

Effective dtae: Aug. 1975. Sources of information: GH&H, Precision Engineering, North Carolina State Ports Authority, George R. Silcott, Birmingham Rail & Locomotive, Scott Paper. Units on present roster: none. Numbered notes:
(1) 20 sold to Birmingham Rail & Locomotive (5/10/67), then to Scott Paper, where it received no number (4/27/67).
(2) 21 sold to Precision engineering (5/24/68), then to George R. Silcott (9/27/68), then to State of North Carolina Ports Authority, renumbered 1; then to Mid-Atlantic Engine Supply Corp. (1975).

Galveston Wharves

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt	Tractive Effort	Weight	Date	Notes
201-202	600	GM-EMD	SW1	B-B	50,000	200,000	1949	1
203-204	600	GM-EMD	SW1	B-B	50,000	200,000	1949	
205	600	GM-EMD	SW1	B-B	50,000	200,000	1951	
301-302	1000	GM-EMD	SW1001	B-B	?	?	1975	

Effective date: Aug., 1975. Sources of information: GW, Dardanelle & Russellville. Units on present roster: 202-205, 301-302. Numbered note:
(1) 201 sold to the Dardanelle & Russellville, renumbered 15 (4/7/67).

EMD electric demonstrator locomotive in Penn Central yards, Harrisburg, Pa., February 8, 1976.

Eugene P. Trencansky, P.O. Box 122, Etna, N.Y. 13062

HOBBY CLUB

conducted by Sy Reich

CANADIAN RAILFANS from the Maritimes to British Columbia are eagerly looking forward to summer and the National Museums of Canada 15-car *Discovery Train*. I haven't seen a route yet, so I can't pass it on. Some 83 communities in the Dominion will be on the route of the train carrying priceless displays of Canadian history. I'm quite sure that numerous hobbyists either live on the route, or will be able to reach it without too much trouble.

U.S. railfans should plan vacations for a trip north. In case you may have forgotten, the same cars made up the *American Freedom Train*, 1975-'76, and were sold to the National Museums for $575,000. The train is likely to begin its run on Canada Day, July 1.

Jennifer McQueen, who is acting secretary-general of National Museums, says the intention is to create imaginative, exciting, and informative exhibits of high quality to depict the natural, social, and cultural elements of Canadian heritage. The unusual project is funded by nine provincial governments under the leadership of Ontario Premier Bill Davis. Quebec has refused to help financially, for budgetary reasons. Additional funding will come from the Federal Government and private business.

Construction of the exhibits is estimated to cost $675,000. According to Miles C.M. Camerson, assistant secretary-general of the National Museums, this will be met partly by the Unity Train Foundation, fund-raisers for the project, who are organizing support through service clubs and other groups in the aforesaid 83 communities.

U.S. lines could take a page or two of good community relationship from the Canadian National and Canadian Pacific. Both major systems agreed to provide train crews for operation and maintenance and to haul the *Discovery Train* on their rails.

PACIFIC COAST CHAPTER, Railway & Locomotive Historical Society newsletter—pride of Fred Stindt, Brian Thompson, Jerry Best, Stu Forsyth, and others in the area of Baghdad on the Bay—reports of great activity in a $30 million project at Pier 39, north of San Francisco's famed Ferry Bldg. When completed, this project will have a huge shopping mall with many stores and restaurants.

But of greater interest to us is the 24′ narrow-gage railroad planned to operate around the pier complex. The locos will be European style and the cars will resemble a mini cable car. Additonal plans call for trackage along the Embarcadero to Market St., thence up Market to Calif. St., ending opposite the Hyatt Regency Hotel on one side and the Southern Pacific complex on the other. This should whet the appetite of the San Francisco-bound tourist.

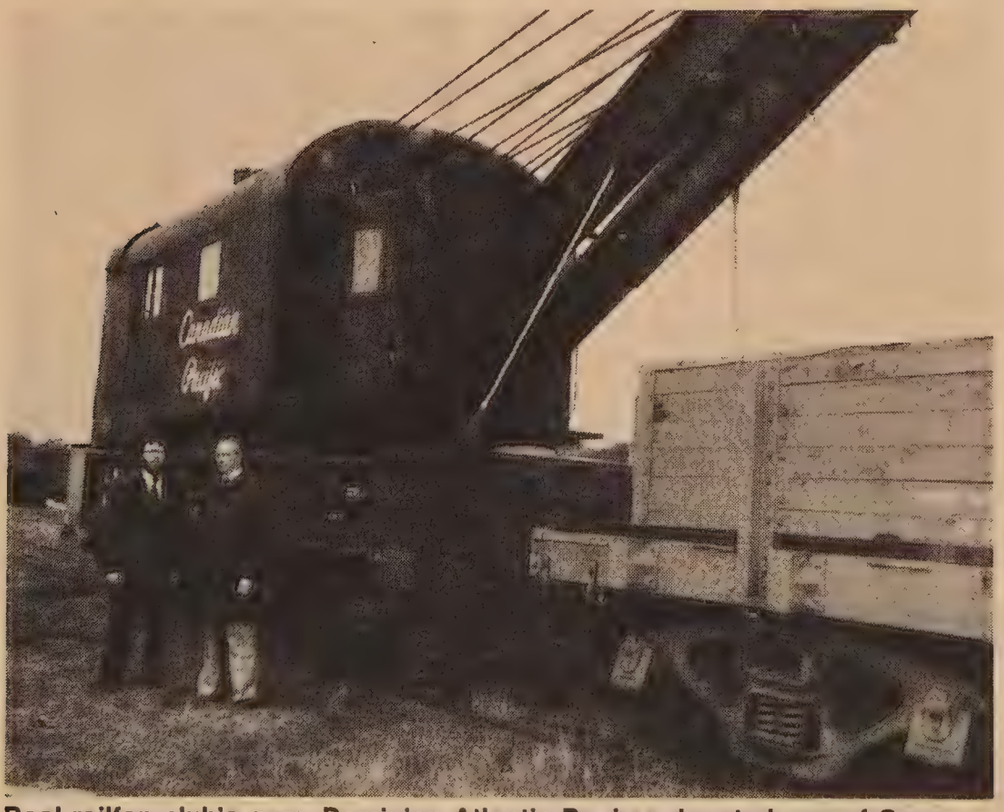
Of interest too, reports the newsletter, is the Transportation Museum to be built across the street from Pier 39. At first, strictly a railroad museum was planned, but now the thinking is to feature all types of transport vehicles and artifacts that have served San Francisco.

WALTER EVANS of Topeka-NRHS newsletter *Sparks,* writes that the Santa Fe will give their exhibit locomotive *Cyrus K. Holliday* to the Kansas State Historical Society as soon as its new museum in Topeka is built. Meanwhile, neighboring Wichita-NRHS counts on moving into the city's Union Station sometime this year, after it is renovated by urban renewal. Incidentally, we'd like to know how many other railfan clubs hold meetings in railroad stations.

JACK WHITE, editor of R&LHS *Railroad History* and curator of the Div. of Transportation at Smithsonian Institution, Washington, D.C., writes in answer to an item in our Aug. issue, that the Baltimore & Ohio Museum is housed in the old passenger-car repair shop, which is a roundhouse but never was designated for locomotives. Bailey's roundhouse, located about one mile south and east of Mt. Clare, was an enginehouse and it sheltered the collection between 1935 and 1953.

Jack also disputes a statement that the *Tom Thumb* is an accurate replica. It is considerably oversize, he says, and does not conform to Peter Cooper's description in several important details, such as placement of the fan and the wheel bearings. And the *Atlantic,* Jack points out, is actually a replica. It is a rebuilt "grasshopper," formerly the *Andrew Jackson* of 1856, remodeled by the noted Colonel Pangborn in 1892 for exhibition at the Columbian Exposition (World's Fair). It is also questionable that the *John Hancock* was among the first locomotives to have a cab. Engine cabs date from a much earlier period.

"The article implies, if not directly states," Jack writes, "that the *Lafayette* is an original. However, it is a replica built for the Fair of the Iron Horse in 1927. In the same paragraph, the *Memnon* was actually built in 1848. The old *War Horse* story dates from 1927 and is most likely fictitious. Referring to the *William Mason,* the appellation that he was the father of the



Real railfan club's gem. Dominion Atlantic Ry. has donated one of Canada's last remaining steam cranes to the Scotian Railway Society, Halifax, N.S. The 100-ton crane was built in 1913. Eric Purssell, DA manager (right) presented it to C. Peter Anthony, president of the historical society.

Photograph by CP Rail

American type locomotive is wrong Henry Campbell originated the wheel arrangement some 20 years earlier. Mason was very late in entering the locomotive business, and while he contributed much to esthetic design, he had little to do with major mechanical improvements.

"Referring to No. 600, spuriously named the *J.C. Davis* since 1927, it was not the largest locomotive ever built at the time. In fact, two heavier Baldwin machines (both 2-8-0's) were shown at the Centennial in Philadelpia in 1876. To the best of my knowledge, the 600 won no awards or honors at the fair."

DEEP IN DIXIE, Jack Quirk of Chattahoochee Valley-NRHS says the chapter has a unique steam catalog reprint for sale at $3.40. It is a collection of builder photos, railroad prints, and photos from a private collection which has been virtually out of print. How many are left, I don't know. You'd better get with it real quick before they are all gone. Make checks payable to the chapter and send them to Robert Long, 5243 23rd St., Columbus, Ga. 31904.

JAMES E. KUNKLE, Denver Tramway historian, is looking for photos or slides of streetcars, trackless trolleys, and buses of 1940 vintage or earlier that ran in any Colorado town, writes Ken Forrest, ed. of Intermountain-NRHS News. If you have such material or know of someone who has—for sale or copy—contact Jim at P.O. Box 2984, Denver, Colo. 80201.

Vic Westman, noted rail artist and member New York Chapter, Railway & Locomotive Historical Society, portrays New York, Ontario & Western 407 emerging from Hawks Mt. tunnel near Cadasia, N.Y., in '40.

A GOOD New Year's resolution would be for various trip chairmen who know about excursions or other rail events well in advance to spread the joy by letting us know immediately. Too often such news reaches us at *Railroad Magazine* only a few hours after we have closed an issue—news we'd like to have included if only it had arrived in time.

For example, our friends at Michigan Railroad Club scheduled what I think was a great excursion in early December—their 11th annual Winter Wonderland Trip from Windsor, Ont., to Moosonee and Arctic tidewater via CNR and Ontario Northland's *Northland* and *Polar Bear* trains—but they did not tell us about it until too late for publication. We'd like to have publicized it and thus helped them to sell tickets.

After all, that's one of the aims of our magazine—cooperating with clubs that are trying to make an honest buck for their treasury. And that goes whether it is publicizing the annual calendar, trips from North Cranberry Jct., to Hoot Owl Valley, cook books, or whatever. Count us in when you want to push something, *but* let us know in time. At least three months beforehand, if possible.

One group that believes in working well in advance is the New Haven Railroad Historical and Technical Assn., Inc. A real New Haven expert, Gordon Cochrane, is 1978 chairman of the NHRHTA's 16th annual reunion which will be held in Essex, Conn., on May 6. Gordon says it promises to be their biggest event ever. They plan on having a 10 a.m. steam passenger extra on the Valley R.R., including a photo run-by. There will be dealers (are you reading, Arnie Joseph and others?); also model displays, New Haven slide programs, and a railroad flea market. All these activities will be at the Valley R.R., with some displays held in former New Haven equipment. See what we can do with a notive that arrives well in advance of the event.

NORMAN HILL, superintendent of Pacific Southwest Railway Museum's Golden Age of Railroading Exhibit, sends a note that may interest tourists visiting the San Diego, Calif., area. On display is a 1929 Alco 2-8-2 saddle-tank engine, formerly Coos Bay Lumber Co. No. 11, and the 1926 private Pullman business car *Victoria*. The exhibit is located on Harbor Dr. (near Broadway) in downtown San Diego. Hours are from 11 a.m. to 5 p.m. daily, including weekends, Oct. through May. Admission free. Anyone touring the area should visit PSRMA. They are a hard-working, dedicated bunch of railfans.

MERLE RICE of *Monon Railroad News & Notes* wants all Monon fans to know that the club is still very much alive. In fact, when his note reached us, it was right on the heels of an announcement that issue No. 6 was being composed and about to be mailed out. Merle is a jack-of-all-trades with the club, so be patient if you don't get answers right away from letters you write. It is now a one man operation, but eventually more help may show up. Merle says back issues of Nos. 3, 4, and 5 are still available at $1.50 each. Renewals and new subscriptions are $5 each (4 issues). (In-

diana residents add 4% sales tax). Send your free ads for *Transfer Table,* also Monon questions and answers, news, and articles for publication to Monon *RR News & Notes,* care of Merle Rice, R.R. 2, Huntington, Ind. 46750.

LAST YEAR was noted for many plus events for Paul Merriman and others of Tenn. Valley Railroad Museum, Chattanooga, Tenn., but probably the year's number one story from TVRM was the May 25 Tunnel Boulevard bridge dedication. The success of this event, as the Museum's Tim Andrews points out, was due largely to the hard work of John Bennett, Jim Miller, Bob Soule, and Bob Sironen. It often happens; a dedicated few in a club duck the headlines but more than help push the load over the hill.

GEORGE R. TUCKER, 10512 Insley St., Silver Spring, Md. 20902, wonders what happened to the Reading Co. Technical & Historical Society.

Terry Timm of C&NW Historical Technical & Modeling Society sends new addresses for his club. Newsletter editor Joe Follmar may be reached at Box 98, Bangor, Wis. 54614. Membership secretary Tom Mackowiak's address is 17004 Locust Dr., Hazel Crest, Ill. 60429. And advertising manager North Western Lines, Inc., C&NW Historical, Technical & Modeling Society, 1502-26th St., Kenosha. Wis. 53140.

Carl R. Eastman, Jr., 23 E. Elm Ave., Quincy, Mass. 02170, is doing research work and wants the address of our good friends at Electric Railroaders Assn. Glad to oblige. The ERA is now at 4 W. 40th St., New York, N.Y. 10018. Phone 212 354-9587. If you get Arnie Joseph, don't hang up. He's right there with Hughie Dunn. Besides, there might be some rail magazines or elderly books you've been looking for, and he might just accidently be looking at them.

ONE OF OUR *Interesting Railfans,* the artist Howard Fogg, 7024 Indian Peaks Trail, Boulder, Colo. 80301, wishes to clarify a misunderstanding with regard to railroad scenes which he painted for Christmas cards put out by Leanin' Tree Publishing Co., P.O. Box 1500, Boulder Colo. 80302. Howard himself never sells cards. He is simply one of dozens of artists whose work they use. They buy only reproduction rights, returning the originals to the artists after the plates have been made.

Occasionally, however, the company buys the original paintings for their own art gallery. Howard wants it made clear that his only connection with the business is to sell them card rights for some of his paintings. He gets 10 percent royalty on sales. ●

BOOKS of the RAILS

by Gorton T.H. Wilbur

GRAND CENTRAL: THE WORLD'S GREATEST RAILWAY TERMINAL, by William D. Middleton, 146 pages, 8½x11¼", hardbound, photos, drawings, architectural reproductions, Golden West Books, $17.95. (Available from Railroad Magazine Book Service.)

You don't have to be a railfan to have heard of Grand Central Terminal, but you should be one to know its history and where its somewhat mysterious passageways begin and end. Opened by the New York Central Railroad on Feb. 2, 1913, the pearls of rhetoric in newspapers and magazines of the day were overwhelming in praise of this great edifice. It was to successfully replace Commodore Vanderbilt's famous Grand Central Depot with its huge arched trainshed on New York City's East 42nd Street (next door to the present location of *Railroad Magazine*'s office).

The book's dust jacket is a good lead for what is to come. It's an early afternoon photo of multi-sunbeams cascading down from southern windows just beyond the old New Haven R.R. ticket booths (now spoiled by Off Track Betting). Bill Middleton presents more than 220 good illustrations plus GCT drawings and architectural reproductions.

For those familiar with this structure, take a memory trip through some of its gates and stroll down to the platforms where some of America's premiere trains once arrived and departed. Remember New York Central's *20th Century Limited, Empire State Express* and *Southwestern Limited,* and New Haven's *Merchants Limited, Yankee Clipper,* and *Knickerbocker,* among so many name trains down through the years that were a part of Grand Central lore?

Today, the commuters, more than before, have taken over with a few Amtrak trains to the north and west. Without them there would no longer be a GCT. For this we should be eternally grateful. I wish Middleton had gone heavier on the name trains that used the Terminal when it was younger—and we were, too. Maybe he'll do it in his companion book on GCT.

Middleton writes: "New York's Grand Central Terminal was a product of that period spanning the turn of the century that was the golden age of the railroad passenger train. It was a time when the great and powerful railroad companies endeavored to surpass each other in the massive scale and opulence of their terminals. Over the years of my fascination with Grand Central I have revisited it countless times, have sorrowed as its fortunes declined and have rejoiced, less often, as they advanced.

"Always it has been a place of endless fascination, on each visit revealing some delightful new facet of its innovative, brilliant design—a convenient passageway, a handsome piece of decorative work, or perhaps a new vantage point overlooking the great concourse. I don't think I have learned everything there is to know about Grand Central, and I doubt that I ever will."

Third section of the *Bar Harbor Express* at full speed behind Maine Central 4-6-0 No. 406 near Falmouth, Maine, many years ago.

Photograph by the late H.W. Pontin

THE PICTORIAL ENCYCLOPEDIA OF RAILWAYS, by Hamilton Ellis, 591 pages, 6½x9", hardbound, photos, text, Crown Publishers, Inc., $10. (Available from Railroad Magazine Book Service.)

This book is most inviting for those who want to know more about the history of the world's railways. Over 800 pictures, many in color, and 30,000 words of text tell the story from the first Babylonian rutways to trains streaking along the rails at over 100 mph. Of special importance, says the author, is the first picture ever published of the world's first public railway.

The table of contents lists the menu for the rail historian with such tidbits as primeval steam, Victorian steam railway conquest, railway buildings, carriage design, steam locomotives of the 20th century, tracks, bridges, and viaducts, electric, mainlines, etc. It spells out in easy-to-understand language a comprehensive account in fact and photo.

"It is, of course, impossible to describe all the things which go to make up the world's railways purely by an illustrated commentary," writes the author, Hamilton Ellis. "The best of photographs, and some of these are very fine, cannot describe the workings of automatic warning systems, electronic computers, or even the relatively simple operation of the century-old block telegraph. This book is not a technical encyclopedia; rather it is an encyclopedic pictorial survey, in which we have endeavored to cover as many railway ramifications in as many country as possible."

RURAL RAILROADS: TRAILS TO RAILS, by Carlton J. Corliss, 76 pages, 8½x11", softbound, photos, maps, charts, Eileen Smith Cunningham, $3.75. (Available from Railroad Magazine Book Service)

The real title of this booklet is *Rural Railroads of Green County: Prelude to Rails*, one of a series of Illinois historic publications by Eileen S. Cunningham, shortened on the front cover for obvious reasons. It's largely a reprint of Illinois Central rural operations and their part in molding the Prairie State. But, as the IC's role was vital in Greene County, so it was also in such cities as East St. Louis, Peoria, Rockford, Centralia, Galesburg, and Springfield. IC fans will enjoy this book by Corliss, whom you may also remember as a *Railroad Magazine* contributor.

MAINE CENTRAL STEAM LOCOMOTIVES, by Edwin B. Robertson, 96 pages, 5¼x8½", softbound, photos, rosters, diagrams, published by the author at $4. (Available from Railroad Magazine Book Service.)

The short stub off the Third Ave. El (1878-1923) that ended at Grand Central Station as seen in January, 1907 was a 42nd St. landmark.

From book, *Grand Central: The World's Greatest Railway Terminal*

Edwin "Bill" Robertson from Westbrook, Me. (Rudy Vallee's hometown), is a longtime member of 470 Club Portland Div. of Railroad Enthusiasts, and is most knowledgable on Maine Central steam. Here is a booklet with pix, fair to good, covering the motive power roster from 1923 to the end of the road's steam era. The cover in MEC colors of green and yellow with pix of Mike 630 and Hudson 701 should whet the interest of New England railfans. Modelers have several good diagrams of various wheel arrangements to work with. Too bad Ray Evans' wintry steam wedgeplow scene at Crawfords showing the old hotel isn't sharper. It could have been a classic.

Journals and Recordings

DICK MENKLE picked a good afternoon for me to listen to some of his latest stereo tape rail recordings recently. It was a windy, wet Friday, but if the title, *Sixteen Slips*, sounded like part of the

rain-streaked day, it was coincidental. I enjoyed the latest cassette tape excellence from Menkle Sounds. *Sixteen Slips* presents 12 recordings on Side A and a continuous half-hour of pacing ex-Reading 4-8-4 T-1 No. 2101 on Side B. The recordings on Side A were selected for unusual engine performance and audio qualities. Side B is a real gem. Dick succeeds 101 percent in delighting the serious railfan and introduces the novice to the wide variety of audio performances by steam engines.

Other tracks on Side A, together with 2101, include ex-Grand Trunk Western 4070 on a Steam Tours fantrip over the P&LE; ex-CP 972 and ex-FEC 148 on a Mainline Steam trip over the LV; ex-T&P 610 on a NRHS Convention trip east of Elliston, Va.; ex-Espee 4449 charing northbound through Cowpens, S.C.; Tenn. Valley Railroad Museum's 4501 racing through Va.; ex-CP 1246 and 1293 doubleheading a Steamtown fantrip, and ex-Southern 630 working uphill on her way to Charlottesville, Va. But Side B is terrific with its continuous pacing alongside the T-1 covering a spectrum of locomotive operations made at different times and places.

Another of Dick's excellent stereo cassettes is *610 on southern rail–1977*. I liked it very much. Both he and wife Doris are to be commended for some great rail action. Each cassette runs one hours. Regular versions $6.95, Dolby version $7.45. Tapes post-paid by first class mail (N.J. residents add 5% tax.) Contact Menkle Sounds, Box 195, Rutherford, N.J. 07070.

NATIONAL RAILWAY BULLETIN is edited by Wm. C. Wagner, one of our *Interesting Railfans*, for the National Railway Historical Society, Box 2051, Philadelphia, Pa. 19103. This is Bill's Vol. 42, No. 4, 1977. It's a good one, carrying such features as Robert L. Frey's "Northern Pacific Superpower," "Interurbans in World War II," by Harold J. Ahlstrom; and R.L. Eastwood's treatment of one of the railfan's finest hours last spring in his "The Friends of 4935," and the "Tavares and Gulf Railroad," by Phil Cross. Also, Allan Vaughn, NRHS prexy, has a fine tribute to the ex-Pennsy 4935 on The President's Page. The cover photo by John F. Collins, Jr., shows a lot of stack talk by C&O Kanawha 2778 hauling a coal drag near Danville, W. Va., on a sunny Sept. morning in 1952.

WESTERN RAILROADER AND WESTERN RAILFAN, Francis A. Guido, editor-publisher, one of our *Interesting Railfans*, P.O. Box 668, San Mateo, Calif. 94401, twelve good, glossy-page, Pacific Coast rail editions per year, $3. Fran's recent Union Traction of Santa Cruz was especially good.

CANADIAN RAIL, Canadian Railroad Historical Assn., an excellent glossy-paper monthly edited by P. Murphy, P.O. Box 22, Station B. Montreal, Que., Canada H3B3J5. Regular CRHA membership gives you 12 free issues a year covering Canadian steam, diesel, electric, historic and current, with an occasional steamship article.

MIDWESTERN RAILS, edited by Frank L. White, White Publishing, 208 N. Stewart St., Geneseo, Ill. 61254, $8 per year 12 issues in U.S., $9 elsewhere.

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As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any language railbook, if it is still in print. Allow from 4 to 6 weeks for delivery.

New York State resident must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is located in New Rochelle, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 40c per book for postage etc. Allow six weeks for service.

The books are available only by mail through Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y. 10017.

	List Price	Our Price
VANISHING MARKERS, by Ralph E. Fisher	$14.95	(14.25)
PENNSYLVANIA'S K-4 LOCOMOTIVE, by Harry P. Albrecht	$ 3.25	(3.10)
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STEAM ON THE ANTHRACITE ROADS, by Mike Eagleson	$ 6.50	(6.15)

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All ads in this section cost 35¢ a word (minimum 25 words, no maximum), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017. Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: Feb. issue closed Nov. 15.)

FOR SALE: Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

OLD STATE, RAILROAD & COUNTY MAPS. 70-110 years old. All states. 13¢ stamp for catalog.—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

SEND LONG SSE for listing of over 60 railroad lanterns. Also switch keys, locks and signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

1977 COLOR SLIDE CATALOG: over 5,500 different diesel, electric, and some steam locomotives from across North America, representing 380 Class I, shortline and industrial roads. Catalog includes model, road number, and paint scheme of each unit. Over 300 different models included. Send $2 for catalog and sample to Porreca, Box 22, Boulder, Colo. 80306.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

MICHAEL EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856 sells 3-foot 2-8-2 cutaway rendering, $1.95 ppd.; also set of 10 new steam/diesel postcards, $1.75 ppd.

BIG LIST: DINING CAR CHINA, glasses, silver, cloth. Railroad, Pullman items. Stationery, timetables, menus. Display, eat from dining-car dishes. Send long SSE to James McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy railroad souvenirs, glass, metal, paper, cloth from Pullmans, dining cars, lounge cars, freights, etc. Small to large amounts, good prices paid.

PAUL GARDE, 35-SLIDES CO., Box 6098, Colorado Springs, Colo. 80934, retired except to sell remaining railroad and trolley collections (no Western), books, magazines, lab set-up. Large SSE for info; state wants.

TIMETABLES FOR SALE: Public and employee. New lists and specials issued regularly. SSE.—Carl Loucks, 199 Wayland, Hamden, Conn. 06518. Will buy your collection of railroad paper items for top dollars.

WE SELL beautiful accurate postage stamps and first day covers depicting railroading around world. Send for no obligation approvals.—Stamps Galore, 2409 John, Superior, Wisc. 54880.

ELEVEN FANTASTIC PUBLIC TIMETABLE grab-bags $17 worth for $10. Attractive clear plastic slipcovers for public tts. only $8 per 100. Collections purchased.—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

Seaboard Coast Line westbound hotshot through freight from Jacksonville, Fla., to Houston, Texas, gets orders at Tallahassee on Aug. 9, 1977.

Jim Herron, 2016 N. Village Ave., Tampa, Fla. 33612

RAILROAD MAGAZINE, RMC, Trains. MR, Official Guides, other rail periodicals from 1930s, '40s to present. Full years and singles. List SSE.—F&W Enterprises, Box 65, Richardson, Texas 75080.

RAILROAD STOCK CERTIFICATES! Catalog plus beautiful certificates $2. I am eager to buy stocks, bonds, and Western railroad passes. Write!—Ken Prag, Box 531R, Burlingame, Calif. 94010.

CHICAGO & NORTH WESTERN RR. memorabilia, history wanted.—Alden Miller, 3212 34th Ave. South, Minneapolis, Minn. 55406.

NEW YORK CENTRAL 1978 CALENDAR. A different photo for each month. Historical dates noted. $3 each. (Ohio residents please include sales tax.)—New York Central System Historical Society, Inc., 2292 N. River Rd., N.W., Warren, Ohio 44483.

AVAILABLE: The Northeast Railroad Scene. A brief look before Conrail. Photo albums: #1, The Lehigh Valley; #2, The Lehigh & Hudson River, $4 each. No checks.—John Bissell, Box 11, Netcong, N.J. 07857.

FOR SALE: Reconditioned folding roll-film cameras, sizes 120-620, for large, oblong negatives. Also reconditioned regular 8mm, 16mm movie cameras. Long SSE for lists.—Roger Arcara, 1525 Leland Ave., Bronx, N.Y. 10460.

LONG ISLAND RAIL ROAD photos: black and white, color, slides, some old, some new; and much more, $1. SSE for sample and list.—William Mosher, Box 221, Lisbon, N.H. 03585.

RAILROAD CAP, BADGES. My accumulation/collection of old authentic badges for sale. Low prices and prompt service. Free list, but SSE required.—Utberg, Box 420, Edinburg, Texas 78539.

THOUSANDS OF DIESEL b&w photographs. Roster and action. 12-page catalog and sample $1.—Northstar Railroad Photographs, 5601 St. Bridgets Rd., S.E., Rochester, Minn. 55901.

COLLECTIONS BOUGHT. Highest prices paid for negative, slide, timetable, dining-car, and other railroading collections.—John Catrambone, 408 Elm St., Kearny, N.J. 07032.

WANTED: Photos of C&NW, MSTL, CGW, Omaha depots; b&w preferred, or color slides. Also railroadiana.—Len Beard, P.O. Box 112, Wonder Lake, Ill. 60097.

RAILROADIANA: Timetables, passes, posters, folders, brochures, guides, magazines, books, etc. SSE with specific request (railroad or items desired). I also buy.—Nestles Railroadiana, R.D. #2, Greenwich, N.Y. 12834.

WILL BUY 616 b&w film. Needs *Railroad Magazine* April 1977. Sells PRR Locomotive Classification booklets. SSE.—Norman Perrin, 4523 Arabia, Baltimore, Md. 21214.

WANTED: Negatives, transfers, ticket, anything on Scranton Railway Co., Scranton, Montrose & Binghamton Ry.—Charles Wrobleski, Box 663, Scranton, Pa. 18501.

VERMONT RAILROADIANA: Instructograph (telegraphy), date nails, lead car seals, waybills, spectacle castings, etc. For list send SSE to Robert Kent, P.O. Box 786, Orange, Conn. 06477.

B&W NEGATIVES: Large group for sale by approval, many roads, old and new power, shortlines, industrials. SSE.—Thomas Trencansky, Box 122, Etna, N.Y. 13062.

"SIXTEEN SLIPS" and "#610 ON SOUTHERN RAIL—1977." Two new releases. "SIXTEEN SLIPS" presents engines 610, 630, 2101, 4070, 4449, 4501, and doubleheaders 972 and 148 and

1246 and 1293 giving outstanding performances. Unique 16 consecutive slips and loud, crisp, clear stack talk on paced uninterrupted half-hour with 2101 running fast and climbing steep grades. #610 cassette covers SR and N&, and with #4501. Fast—slow—starts—stops—and that sensational whistle. One-hour stereo cassettes $6.95 each, 1st class ppd. Dolby available. N.J. add tax—Menkel Sounds, Box 195RR, Rutherford, N.J. 07070.

PROFESSIONAL 35MM ORIGINAL COLOR SLIDES of electric traction subjects from U.S.A., Canada, Mexico, Austria, Belgium, France, West Germany, Greece, Italy, Netherlands, Poland, Switzerland, Turkey, and Yugoslavia sold on approval basis. Many new and psychedelic color schemes. Information and 2 samples, $2.—Traction Slides International, Box 123-RM, Bank Plaza Station, Merrick, N.Y. 11566.

BOOKS BY SHELDEN KING: "Trolleys of the Triple Cities" (Binghamton), 45 pages, 52 photos, 2 maps, roster, $5. "New York State Railways" (Rochester, Syracuse, Utica, Oneida), 128 pages, 165 photos, 9 maps, rosters, $9. New Yorkers, sales tax.—Whitehall Mail Service, 109 E. First, Elmira, N.Y. 14901.

KEY SYSTEM BOOKLET, "From Shore to Shore," history of trains, ferry boats, roster, maps, photographs $10.85.—Vernon J. Sappers, 1802 E. 23rd St., Oakland, Calif. 94606.

LOCOMOTIVE CATALOGS AND HARDWARE wanted. Will buy early steam locomotive catalogs, oil headlights, gauges, and other locomotive hardware.—Walton, 1643 Christina, Dr., Los Altos, Calif. 94022.

PACIFIC NORTHWEST WALL CALENDARS! Your favorite NW railroads are represented in this pictorial 11x17" wall calendar for 1978. Selected steam, diesel, and electric motive power photos show a cross-section of 70 years of railroading. Calendar has important dates noted and room to jot information in. Available at $2.50 each through Inland Empire Railway Historical Society, P.O. Box 4537, Spokane, Wash. 99202.

LIST 239. PASSENGER TTS, folders, annual reports, train orders, emp. mags., *Trains, Railroad Magazines*, some emp. tts, Amtrak and Conrail tts. and folders, etc. Send 39¢ in stamps.—Meyer, 128 Corner St., Watertown, Wisc. 53094.

FOR SALE: Tickets from New England states and New York. Specify state and road.—Mrs. D. R. Monypeny, 3285 N.W. 30th St., Miami, Fla. 33142.

BUFFALO & LAKE ERIE traction rosters, maps, 5 of Erie, 224 pages, 8½x11", 445 photos, $9.50.—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

NEW AND USED AMERICAN and ENGLISH SUP-8 sound, silent rail movies for sale. Cash paid for used films. Details free.—Hart, Box 452-R, Birmingham, Mich. 48012. ●

Coming Events

(No charge for listing)

Jan. 15: Snowflake 78, only New England winter train from Boston to Berkshires. Skiing, sleigh rides, historic Deerfield homes, etc. Contact Mystic Valley Ry. Society, P.O. Box 32, Mattapan, Mass. 02126.

Jan 21 & 22: North Shore Commemoration Weekend sponsored by East Troy Trolley Museum. 6th Annual Winter Railfan Spectacular on anniversary of North Shore abandonment, featuring 10-mile round trips on 3-car North Shore train and TMER&L electric snowplow operations, movies, slides, photo meets, movie runbys. Details from Museum, P.O. Box 726, East Troy, Wis. 53120, or call 414 332-7728.

Feb. 4-9: Mardi Gras private car *Lionel Ives* to New Orleans, La., from Washington, D.C., round trip. Sleep aboard in New Orleans, $350 per person. Extra cars if needed. $110 deposit. Info from Rail Travel Assn., P.O. Box 62, Alexandria, Va. 22313.

Feb. 18-19: Railways to Yesterday annual Winter Railroad Spectacular at East Broad Top R.R., Orbisonia, Pa., incl. 4 narrow-gage steam locos, open-bench and other type trolleys, Sat. night dinner, railroadiana auction, special wintertime runs with turn-of-century equipment. Guided tours of engine and car shops. Fri. night slide and movie show in CA&E interurban car. Use Penna. Turnpike exit 13, north on U.S. Rte. 522. Get brochures, overnight facilities from S. Shook, 160 Andover, Wilkes-Barre, Pa. 18702.

Feb. 25: East Portal Moffat Tunnel anniversary ceremonies planned by Colorado rr, historical societies. *Rio Grande Zephyr* making special stop en route to Salt Lake City, one-day only RPO car planned for train, special booklets, dining-cars menus, other events. Contact Robert Brown, passenger agent, Intermountain-NRHS, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217. ●

Pen Pals Wanted

(No charge for listing in this section)

Tom Meroney (43, single), Box 15, Mocksville, N.C. 27028, will write to railfans, especially females. He's interested in SOU, FEC, SAL, SCE, Central of Georgia and Pullman railroads.

Miss Charito I. Magno (age 23), 777 Boj Bajada St., Km. 3, Davao City 9501, Philippines; teacher, likes magazines, cooking, companionship.

Gary R. Hauver (age 30), RD 2, Bowlby Rd., Elmira, N.Y., will correspond with single railfanettes.

Ben G. Camp (31, single), 2015 Devereaux Ave., Philadelphia, Pa. 19149, railroad photographer, will write to unmarried girls.

Mll. Veronique Valade (age 15), 47 Les Quaire Pins, Avenue Charles De Gaulle, 13340 Rognac, France, daughter of French railroader, seeks correspondence in English/French with British Rail employee's daughter.

Miss Mary Schalk (age 16), 80 Searing Dr., Depew, N.Y. 14043, interested in hockey, swimming, tennis, pop music, films, being outdoors.

Nick Ross (age 15), 7403 Cline Ave., Schereroille, Ind. 46375 wishes to hear from railfans around his age. ●

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